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FORTIETH ANNUAL REPORT

VICTORIA
BRITISH COLUMBIA
BOARD OF
T R A D E

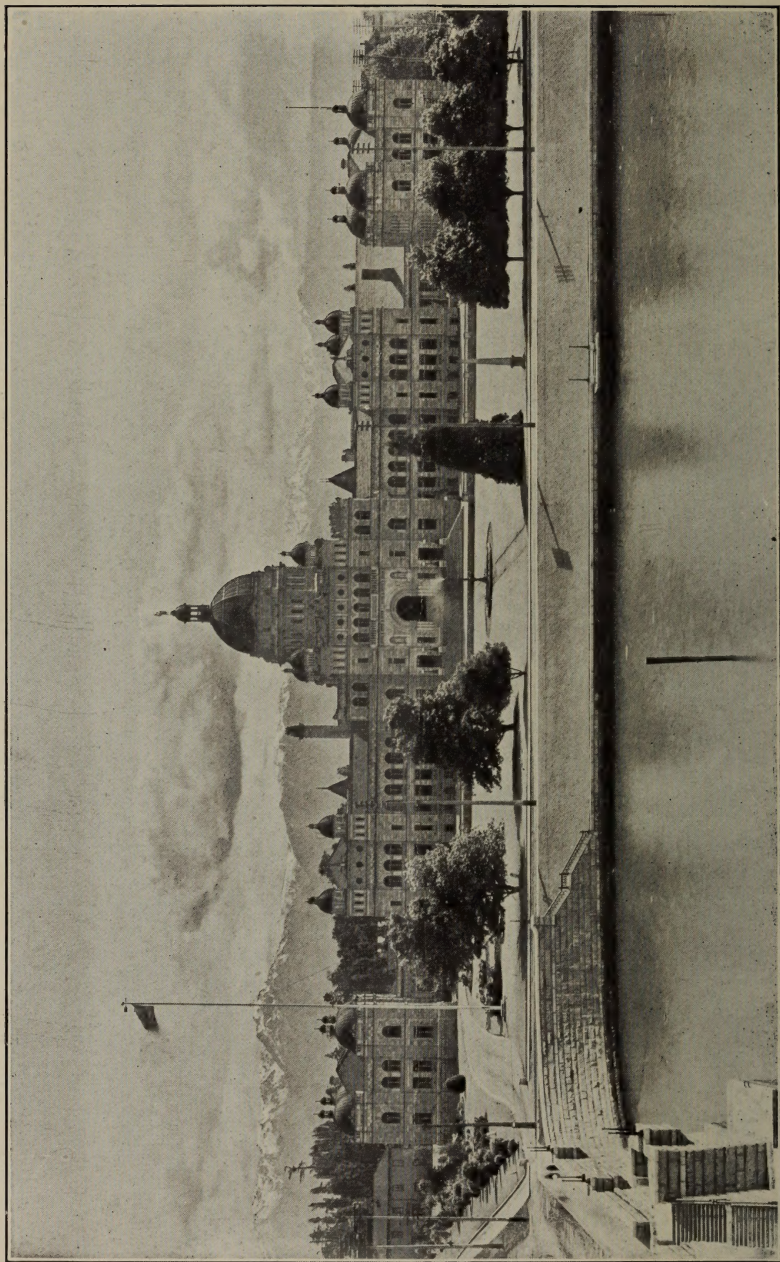


YEAR 1919

The EDITH *and* LORNE PIERCE
COLLECTION *of* CANADIANA



Queen's University at Kingston



Parliament Buildings

FORTIETH ANNUAL REPORT

VICTORIA
BRITISH COLUMBIA
BOARD OF
TRADE

TOGETHER WITH
VARIOUS APPENDICES, LIST OF
MEMBERS, OFFICE BEARERS
COMMERCIAL CHARGES, ETC.

JUNE 1919



OFFICE:
BOARD OF TRADE BUILDING, VICTORIA, B. C.
INCORPORATED OCTOBER 28TH, 1878

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FORTIETH ANNUAL REPORT
OF THE
Victoria, British Columbia, Board of Trade

APRIL 1st, 1918 TO MARCH 31st, 1919

To the Members of the Victoria, British Columbia, Board of Trade, Victoria, B. C.:

Gentlemen,—We beg to submit for your consideration the Board's fortieth annual report, to 31st March, 1919.

Reconstruction

The official announcement on 11th November last that hostilities had ceased, was a source of great relief. No one here ever doubted a final victory for the Allied arms, but uncertainty of the day prevailed to the end. Therefore, following a brief demonstration of joy, our people thankfully settled down to face a period of Reconstruction, and with a determination to achieve efficiency equal to that exhibited in helping to win the war. The task requires courage and enterprise, and is made more difficult by reason of the abnormal conditions existing, together with the serious handicap of absence of the necessary tonnage to market our products overseas.

It was with an appreciation of these difficulties that this Board of Trade organized a local Reconstruction Group, and it is gratifying to find that the organization has set to work with a will and can already claim efficiency equal to any similar body in Canada. The work of the group comprises the care of soldiers dependents, employment for the returning soldiers in agricultural, industrial, fisheries, lumbering, mining, etc. One branch of the group has made a

series of recommendations, and hopes to secure more adequate pensions for the disabled men.

Shipbuilding Wooden shipbuilding has been continued. Altogether fifteen vessels have been completed, ten by the Cameron-Genoa Shipbuilders, Ltd., and five by the Foundation Company, Ltd. Both shipyards are at present operated by the Company last named, who are engaged in a contract with the French Government for twenty wooden vessels, the first two of which were launched on 27th and 29th March. The Cholberg Shipyard is engaged on a contract with the Norwegian Government for nine wooden vessels.

Construction of these wooden hulls has proved a valuable source of employment for many men in logging, milling and assembling the vessels. The installation of the machinery also has furnished employment for another class of artisans. The Imperial Munitions Board leased from the Government of Canada Pier No. 2 at Ogden Point, and has installed there the machinery on eighteen 2,500-ton wooden steamships, and some of these vessels were equipped with machinery supplied by local firms. The Imperial Munitions Board ceased their operations in February last, and Pier No. 2 was immediately taken over by the Foundation Company, Ltd., who will there install machinery in the vessels they are building for the French Government.

The Harbour and Marine Company are engaged in the preparation of a new shipyard, at Hospital Point, for the construction of steel ships. The Company have been awarded by the Dominion Government a contract for two 8,100-ton steel ships, and it is expected that the steel, which the Government has arranged to supply, will soon commence to arrive.

Victoria Harbour The improvement of Victoria Inner Harbour has been temporarily suspended, this Board of Trade taking the position that every possible curtailment in public works should be enforced in

favour of efforts to win the war. That task having been successfully accomplished, this Board of Trade has urged that the work of improving Victoria Inner Harbour be resumed, and that the rock crushing and dredging plants be employed in the early removal of Hospital Rock and Discovery Rock and continuing dredging in what is known as the north channel, along the south and westerly front of the former Indian Reserve. It is understood that these works are provided for in the Dominion Government estimates for the new year.

The following is a synopsis of the work done during the past year at the Ogden Point Ocean Docks:

On August 23rd, 1918, Robert Moncrieff was awarded a contract for the construction of a freight shed on Pier No. 3, by the Department of Public Works.

This shed is of the same construction as the one built last year on Pier No. 2, with a width of 200 feet, depressed track in the centre, and surface tracks extending past the shed to the end of the pier on both sides. While the present length is only 200 feet, it is so planned that it may be extended whenever business warrants its enlargement.

The contract was 75% completed at the end of March, and the building will be ready for occupancy some time in May.

In addition to this shed, Robert Moncrieff completed the construction of an adjustable car ferry slip on the north side of Pier No. 3, under contract for the Department.

Port Authority The appointment of a Port Authority for Victoria has long been considered a necessity in the development of local shipping, and the recent recommendation for its appointment is in accordance with the pre-arranged plan to wait until the Dominion Government ocean docks were ready for business. The present has therefore been considered opportune to deal with this subject, and on 10th January the Board unanimously

resolved that "It is desirable that a Port Authority should be established at Victoria, with adequate powers." Dr. S. F. Tolmie, M.P., has been advised of this action, and is now endeavouring to prevail upon the Dominion Government to make the appointment.

Dry Dock Delay in constructing the Dry Dock at Esquimalt has caused disappointment. The site at Lang's Cove was purchased in 1913-14, and this Board of Trade was informed by Mr. G. H. Barnard, M.P., that "the whole amount voted for 1914-15 will be available for construction purposes," the plans and specifications being then in course of preparation. Of course the war upset these and many other plans; therefore no complaint was made. But conditions have now changed. The necessity for the Dry Dock existing before the war has now become greater, from both national and mercantile marine standpoints, and moreover as a reconstruction measure, construction of the Dock would give employment for much surplus labour; still in the face of these and similar arguments the Dominion Government appears to be deaf to all persuasion. It is hoped, however, that the representations that have been made in this connection have not been in vain.

Railways There have been no changes in the Esquimalt and Nanaimo Railway services, nor was there any new construction during the past twelve months. The efficiency and good standard of the former were maintained, but war conditions adversely affected new construction.

It is understood that an extension of the line from Port Alberni to Sproat Lake and Great Central Lake is now contemplated, and that surveyors are already in the field. This will open up territory very heavily timbered. The Company's statutory powers also include a further extension to Comox Lake and to Long Beach, on the West Coast.

Canadian Northern Railway construction on Vancouver Island up to and during the past twelve months was as follows:

The Victoria-Alberni line is graded between Victoria and Mileage 136, a point on the Alberni Canal about five miles south of Port Alberni, with the exception of about two months work between Mileage 112 and 120.

Track has been laid to Mileage 52.5, Koksilah River, and there is a balance of 57 miles of track in the Port Mann Yard for further mileage to be laid, which portion will be continued as soon as the structure across the Koksilah River is completed.

Ballasting operations are to start about April 23rd, and that portion of the line between Victoria and Sooke Harbour should be ready for operation at an early date.

The grading of that portion of the Songhees Reserve north of the Point Ellice Bridge, will be proceeded with as soon as possible, and it is expected that partial terminals will be in operation in Victoria by September or October. The balance of the terminals south of the Point Ellice Bridge will be developed as soon as that site is abandoned by the shipbuilding company, and access is provided by the Johnson Street Bridge.

Operation of the Saanich Peninsula line between Victoria and Patricia Bay has been continuous. Freight cars have been transferred to the Mainland system on barges, but the Company's steam car ferry, "Canora," will now handle this business. Its carrying capacity is twenty cars, and service speed fourteen miles per hour.

Lumber The sawmills located within the City of Victoria, and those having their business offices here, without exception, report having done a satisfactory business during the year just closed.

Throughout the year 1918, up to the time of the signing of the Armistice, the mills were all devoting their utmost efforts towards the production of the materials necessary for the prosecution of the war, and their shipments of lumber—aeroplane construction and shipbuilding—made a most creditable record. While the mills were being operated to capacity, the whole City benefited from increased payrolls and the enlarged business done with the supply houses and machine shops.

Immediately after the signing of the Armistice, the Director of the Aeroplane Supply Board cancelled all standing orders, and the mills had to seek other outlets for their products.

The demands of the Foundation Company's shipyards, to a large extent, furnished this outlet, at least for all the timbers suitable for shipbuilding, and consequently there has not been any time during the year when the mills have not had a reasonable good demand for their output. It is a fact, however, that the demand for general building lumber, both locally and in the Northwest Provinces, has not been quite up to what might have been expected, with a result that some difficulty has been experienced in disposing of the yard stocks produced while cutting the special materials required by the Aeroplane Supply Board and the shipyards.

It is proper here to again refer to the fact that our sawmills continue to be seriously penalized by the freight charge of .01½c per hundred pounds made by the railroads on all shipments from Victoria, above the charges made from those loaded at the mills on the Mainland. This Board has long worked for the removal of this differential freight charge, and expects to keep up the fight until the mills on the Island enjoy the same rates as those located on the Mainland.

Through the efforts of the Hon. Mr. Pattullo, Minister of Lands, and the members of his staff, constituting the

Forest Branch, the Imperial Government has recently placed an order for seventy million feet of railway ties, timbers and general lumber, to be supplied by the mills of the Province, of which a fair proportion will be awarded to the mills in this City. This lumber will be transported to the United Kingdom on ships provided by the Imperial Government, for which purpose from twenty to twenty-five vessels will be required, and the filling of the order will keep the mills of the Province busy for several months. The lumber manufacturers in the City of Victoria are expecting sufficient business to keep their plants running constantly throughout the remainder of the year 1919. Cargo ships are still hard to find, and as a result the overseas lumber business cannot yet be fully developed.

It is worthy of note that practically all of the mills in the Province, including those located in the City of Victoria, have joined in the formation of a selling organization called the Associated Timber Exporters of B.C., Limited, with authorized capital two hundred thousand dollars (\$200,000), the objects being to pool the output of all the mills and dispose of it through one selling agency. This will tend to stabilize prices for the mills and also provide facilities for handling any size order with despatch and to the satisfaction of the purchaser.

Fisheries The record total of 1,616,157 cases of salmon was secured in this Province in 1918. Of these 392,663 cases came from the Vancouver Island district, about two-thirds of which were Chums.

This large aggregate pack was secured notwithstanding a most serious falling off in the fishing in the Fraser River, which only provided 206,003 cases, inclusive of 16,849 cases Sockeyes, compared with 377,988 cases, including 123,614 cases Sockeyes in the previous year, and with 328,390 cases, including 185,483 cases Sockeyes in 1914, the corresponding season in the four-year cycle.

On Puget Sound, where the catch is dependant on the Sockeyes bred in Fraser River, 50,723 cases of this grade of salmon were packed in 1918, 411,538 cases in 1917, and 335,230 in 1914.

This great falling off in the Sockeye run tributary to the Fraser River fully bears out the fears previously expressed as to the very serious depletion that was taking place in the runs of this particular species of salmon returning to the Fraser River.

The Canadian-American Fisheries Conference, which was appointed last year, has recommended to the respective Governments that a treaty for the proper regulation and protection of this Fishery be entered into forthwith, and has submitted proposed regulations providing for an annual close time in the district for the years 1919 to 1926 inclusive, from the 20th to the 31st July inclusive; further, that no more than 1,800 gill net licences shall be granted on the Canadian side, and that no greater number of licences for any class of fishing shall hereafter be issued in Washington State than was granted in 1918.

Strong opposition has been manifested by those interested in Puget Sound, and the Washington State Legislature, which claims jurisdiction over the Fisheries, having adjourned without passing any enabling Act, it remains to be seen whether treaty regulations can be put into effect without its concurrence.

The halibut fisheries rank next in importance, and the catch is used mostly fresh, being shipped to the East by rail. The herring is canned, smoked, dry-salted and pickled for consumption, and it is also used for bait and fertilizer. The black cod is used fresh, green-salted, smoked and dried. Pilchards are salted and canned. The aggregate value of the British Columbia Fisheries greatly exceeds that of any other Province in Canada.

The Victoria Whaling Company is the largest concern of its kind on the Pacific Coast.

Agriculture The following information has kindly been furnished by the Provincial Department of Agriculture:

Agriculture during 1918

In spite of the adverse conditions affecting our Agricultural Industry in the way of labour shortage, high cost of supplies, together with an unfavourable season in 1918, Agricultural Production shows an increase of 31.28 per cent. over that of the preceding year. Owing, however, to increased prices for practically all agricultural produce, the value of the products of our farms and orchards shows an increase of over \$12,000,000.00. That production in British Columbia was so well maintained is due to the splendid efforts made by the farmers in response to the Dominion-wide appeal for increased production. Farmers worked with increased zeal, early and late, with practically no labour to assist them in their work. They have rendered a great national service, and have done their bit in the way of producing foodstuffs which was so essential in defeating the Hun. .

Throughout the war the great cry went forth: "Produce and Save," and how well our farmers answered the call.

A great tribute is also due the unselfish and patriotic work which has been done by the women of this Province in the fields and orchards, thereby releasing the men from the farms in order to supply the much needed reinforcements for the firing line, in order that we might keep a solid front against the Hun.

The year 1918 was an unfavourable one for the farmers in the Lower Mainland and Vancouver Island sections of the Province, but better conditions were prevalent in the Central and Northern parts of the Province, where the crops as a rule were very satisfactory.

The total imports of food production for the year shows an increase of 10.7 per cent. over the previous year. This, however, was not so much due to the quantities being so much greater, but owing to the prevailing high prices. Whilst the figures are not available showing the exports, the total value is estimated to have been \$5,000,000, consisting chiefly of fruits and vegetables. The total production of all fruits in 1918 shows but a slight increase over that of the preceding year, but the quantity was good and the prices realized was considerably in advance of those prevailing in the former year. The vegetable yield showed considerable increase for the year. The total area of root crops was 25.4 per cent., and the total yield 40.2 per cent. greater than in 1918. The

area of potatoes was slightly less than the previous year, yet this was greatly offset by the heavy yield, which was 34.6 per cent. greater. The total area sown to grains was considerably greater than in 1917. Owing, however, to the unfavourable weather conditions, a larger percentage than usual was cut as hay or green feed, thus reducing the area of threshing grains considerably. Fodder crops for the year showed a slight decrease, this again being attributed to the unfavourable growing conditions. Prices were exceedingly high; clover and timothy averaging \$33.00 and wild hay \$20.00, as against \$17.50 and \$15.00 in 1917.

Horses show a decrease in numbers, due largely to the great number exported for war purposes, and the increased use of motors in the Province.

Cattle show a slight increase in numbers, while sheep increased in numbers over 20 per cent. over 1917. Not only were many imported for breeding purposes, but breeders have, as during the previous two or three years, reserved the ewes from the market. Poultry, owing to the continued high prices of feedstuffs, show a falling off in numbers; notwithstanding this, the total value of poultry and eggs shows considerable increase, due to the prevalent high prices.

The cold, backward spring, and subsequent drought in the Lower Mainland and Vancouver Island sections of the Province, had the effect of materially reducing the milk flow amongst dairy herds. In spite of this there was a marked increase in the quantity of butter manufactured by the creameries. It is interesting to note the increase in the quantity of cheese manufactured during the year, this being 250,674 lbs., as against 43,400 in 1917.

In addition to a large number of fine pure-bred stock, many importations of grade goats have been made by our farmers during the year. The number of milch goats in British Columbia has increased fourfold in the past two years, and now numbers over 3,000. While goats provide the family with the necessary supply of milk, goat meat is proving an excellent substitute for mutton.

Now that the gigantic struggle, which has been waged on the battlefields of Flanders for the past four years, is over, and with the return of our boys to civil life, we may look forward with optimism to the future, as many of our men from the factory, mill and office will flock to the land, preferring working in green meadows and pastures to being pent up in the stuffy factories and offices.

Agriculture is the basic industry of any country, and so with us "Increased Production" must be our slogan. Not only must

this Province supply the wants of her own people but she must be a large exporter as well.

Trade and Outlook

Business in Victoria in all lines during the past twelve months has been of good average volume. Prices of most commodities have had an upward trend, but wages also have advanced to a corresponding extent.

The industries so far have fairly well furnished employment for the men changing from military to civil occupation, but it must not be overlooked that such men are now returning in larger numbers, and that the labour market is already well supplied. In an endeavour to meet this condition, the Provincial Government has created a Department of Industries, with a credit of two million dollars.

It is expected that the Dominion Government also will immediately arrange for commencing some productive public works. Our returning soldiers, who have shown valour in every field of battle, are entitled to the best their country is able to offer. Moreover, judicious expenditure on productive public works in this practically virgin western territory could be made a remunerative investment increasing the permanent prosperity of Canada.

Following are the principal trade returns for the twelve months ending March 31st, 1919, compared with the previous similar period:

	1919	1918
Imports	\$ 9,046,021.00	\$ 6,714,324.00
Exports	4,929,327.00	4,690,703.00
Customs Collections	1,496,440.09	1,170,786.40
Inland Revenues	101,775.60	158,329.23
Bank Clearings	105,060,887.00	88,390,038.00

The transportation companies have well maintained their Victoria connections. The steamers of the Canadian Pacific Railway and Grand Trunk Pacific Railway compare favourably, in point of comfort and seaworthiness, with any similar services on this continent, and their time schedules

are kept with a regularity comparing favourably with the transcontinental train services. Freights in unbroken car lots are handled by car barges to and from the City, and the commodity rates are the same as to Mainland coast points.

The ocean tonnage of the port, the aggregate of which has been well maintained, may be expected to increase with the return of normal shipping movements via the Panama Canal. It was in anticipation of this that the new ocean docks were built, and Victoria may now expect a due reward for the preparation made to handle this business. Undoubtedly there are great possibilities in this connection.

It is possibly not overstating the case to say that Victoria is the most desirable residential city in Canada. The climate is equable throughout the year. The prevailing air currents pass over the sea, with the result that extremes of heat and cold are seldom experienced. The scenery also is very beautiful and varied, distant snow-capped mountains with nearby hill formations and almost surrounded by the sea. Nature has been lavish in these respects, and the citizens have done much in paving the streets and providing an ample supply of water for domestic and manufacturing purposes. The sanitary and lighting conditions are excellent, and above all, there is evidence of cleanliness throughout.

An efficient street car service is operated by the British Columbia Electric Railway Company. This Company also controls the domestic lighting and supplies power to the factories.

The Board's activities have been well maintained during the past twelve months, and the large number of applications for membership recently received is most encouraging, auguring well for future usefulness.

All of which is respectfully submitted.

J. KINGHAM,
President.

F. ELWORTHY,
Secretary.

APPENDICES

ADDRESS IN REPLY TO FOREGOING REPORT

The Honourable T. D. Pattullo, Minister of Lands, addressed the Board as follows:

Mr. Chairman,—I believe it is becoming the custom of your Board to invite a member of the Government to be present at your annual meeting for the purpose of giving you some information as to the objects which are sought to be attained and to indicate the nature and scope of the work for the ensuing year. This order, at this particular time, is a large one, but I shall endeavour to indicate to you, at not too great length, some of the things which we are trying to accomplish.

You will recall that up to the beginning of the war, or a short time before that, we had been enjoying in British Columbia what I might term a superficial prosperity. This was due to the fact that we underwent a period of very rapid expansion, as a consequence of the influx of a very large amount of outside capital investing in our natural resources and in industrial enterprises.

This expansion resulted in the establishment of a very elaborate machinery of government, sufficiently elaborate, I think I may say, for a population several times as large as we have at the present time. We started to build a very large and expensive superstructure without looking sufficiently to our foundations. The superstructure is still there, and it seems to me that our task is to sufficiently strengthen the foundations in order that this superstructure may not topple about our heads. It is, in my humble judgment, impossible to turn back. It is out of the question to carry out any drastic curtailment of public functions. A system of scattered settlement and scattered endeavour was started throughout all parts of the Province and the various governmental functions put into operation. Suddenly to shut down because of the fact that the overhead charge is so heavy would, I think, dislocate economic conditions and would aggravate the present situation.

When we took office we found that the normal revenue was \$6,300,000, while the normal expenditure was \$10,000,000. It is true that there had been income in some previous years much in excess of \$6,300,000, but this income was not normal income, as

it was moneys derived from the sale of our capital assets. In order, therefore, to bridge the gulf between six and ten million dollars, it was necessary for us to look for more revenue, as a consequence of which taxes were considerably increased in order to make, as nearly as possible, revenue and expenditure meet.

While this was not a pleasant operation, it was, I think, a very necessary one, and I believe that the wisdom of our action is reflected in the present standing of British Columbia securities in the money market, and certainly places us in a much better position today to go to the money markets for the very large sums of money which we contemplate borrowing to carry out productive enterprises and reconstruction work during this period of assimilating returned men back into civil life.

The task before us, therefore, seems to be especially to strengthen the foundations of our economic structure, and the question arises as to how best this can be done and done successfully without the whole structure falling about our ears.

The one thing which we need here most of all is increase of population, and in order to get and maintain this increase we must take every possible action looking to their moral and material welfare.

It is obvious that if we have to bear a burden of taxation relatively much heavier than the States to the south or the Provinces to the east of us, that we cannot expect a large influx of people here. We are in this position, that we cannot get the money without the people and we cannot get the people without the money. We must, therefore, with all the energy we possess, encourage the development of our natural resources in order that more people may be induced to come into the Province, and that they may live and labour here under not less favourable conditions than anywhere else in the Dominion or the United States.

Let me generalize briefly as to the action which the Government has taken, looking toward greater development and increase of population.

Land

Take, for instance, the land question. Although this is a question upon which the Government has iterated and reiterated its position many times, there still seems to be in many quarters an entire lack of comprehension as to just what is sought to be accomplished, and just what is being done in respect to the land question.

You will recall that at the time we assumed office all the areas of first class land contiguous to transportation had been alienated

from the Crown, and were held by the owners out of use. It is too long to enter into details, but it is sufficient to say that we immediately took steps by legislative enactment whereby the owners of any areas held out of occupation and use could be compelled without delay to make use of them or their position would be rendered so unprofitable that they would be compelled to let the property pass into the hands of those who would make use of it.

Under the legislation passed, the Land Settlement Board has already declared several development areas, and here I want it very clearly understood that the legislation of the Government was not designed for the purpose of having all these lands pass back into the control of the Government, and the burden of the development thereof placed upon the Government. Rather was the measure designed of a punitive character, for the purpose of forcing the present owners to use their efforts towards the development of the areas which they had acquired. The Government can do nothing without the co-operation of the people.

I am glad to say that the legislation has had the effect intended, and many owners of lands who have hitherto been taking no action whatever in respect of them, are now actively engaged in an effort to induce people to come into the Province to take up their lands under advantageous circumstances to the settler. This is as it should be, and many hundred settlers have been brought into the Province as a result of the action we took.

Pursuing this question as we are, in comprehensive form, there is no doubt that still more valuable results will be obtained as the full force and effect of our acts take form. It is very easy to talk. It is another thing to do, and you cannot operate an absolutely complete change of policy without it taking some little time for the full benefit to be reflected throughout the country.

With the general question of land settlement, we have been called upon to face the question particularly as it affects returned soldiers. Over a year ago we passed an Act which gave special authority to handle the situation as far as the soldiers were concerned. Under the Act we can set aside Crown lands exclusively for returned soldiers, or can purchase lands exclusively for returned soldiers. We took authority also to transfer any or all of these lands to the Dominion Government in order to enable them to settle soldiers upon lands in British Columbia, for, as you are aware, outside of the railway belt, the Dominion Government has no lands in British Columbia, and our desire from the first was to place the lands of British Columbia in the same relation to the Dominion Act, under which the Dominion Soldier Settlement Board operates, as are the Dominion lands in the Prairie Provinces.

In respect of the legislation which we put upon the statute books and carried into effect in this Province, I can say, without fear of successful contradiction, that we were far ahead of any other portion of the Dominion, and I will go further and say that the action which British Columbia took has been the means in large measure of shaping the present policy of the Dominion Government in respect of soldier settlement, which policy, I wish to say, I think a generous one and one calculated under proper administration to adequately meet the land problem as it affects the returned soldiers.

At the time that we passed our Soldier Land Act, the Dominion Government was not ready to meet the situation. They had provided a measure of assistance to soldier settlement, but their plans had not taken definite form and were very inadequate. During the early part of last year it was the earnest desire of our Government to have definitely defined the sphere of activity of the Dominion and Provincial authorities in respect of the land problem as it affected returned soldiers, and it was with this object particularly in view that our own Prime Minister suggested to the Prime Minister of the Dominion that there should be a conference of Dominion and Provincial authorities in order to deal with questions of reconstruction and clearly define the jurisdiction of the Dominion and the Provinces. This conference, as you know, was called. At that conference the Dominion authorities made it clear beyond all doubt that they considered the rehabilitation of the returned soldier a Federal duty, and that in respect of this particular phase of the land problem they proposed to give assistance to the returned soldier only through the medium of the Dominion Soldier Settlement Board. They requested especially that there should be no duplication of effort, but desired co-operation of the Provinces wherever that co-operation could be of assistance to them. To these proposals all the Provinces acceded.

The proposals of the Dominion to lend money to the extent of \$5,000 for the purchase of land and to the extent of \$2,500 thereafter, making a total of \$7,500, seems to me ought to adequately meet the situation, and is probably as heavy a load as any soldier can conveniently carry in connection with the development of his property.

Recently in working out the problem, there were one or two matters in which the Dominion programme did not seem sufficiently elastic. Such, for instance, as in the case of the men from the "Asia." Not only did we send two of the men to Ottawa, but I personally took up with the Dominion Soldier Settlement



Orchard, Vancouver Island

Board and pointed out one or two respects in which I thought the matter could be easily met.

The Dominion authorities were not in favour of lending money to soldiers as a community. I am not and never have been in favour of that proposal myself, but a better result can be obtained in a very simple way, by the Dominion authorities buying land en bloc and thereafter lending to soldiers individually, who can thus co-operate in any way they themselves may see fit. This proposal, I am glad to say, has met with the approval of the Ottawa authorities, and I think that it will be found the legislation which the Dominion passes at this present session in Ottawa will be sufficiently elastic and broad in character to meet almost any situation in respect to the land problem as it affects the returned soldier.

It must not be imagined, because of the fact that the Dominion authorities are buying lands in the Province at the present time for returned soldiers, that no responsibility will rest upon the Provincial Government. We have assured Federal authorities that our Agricultural Department is available for the purpose of assisting the men to co-operate in their efforts. At the present time we are assisting co-operative effort in many directions, and in soldier settlement work it will be of special importance that there should be some central medium around which the soldiers can centre for the purpose of bringing about that co-operative effort which alone can make for success.

In addition to this, we propose to build roads, establish schools and all other governmental functions as required, so that you see the part which the Provincial Government will be called upon to assume will be far from a light one, and, on the contrary, will be all-important.

We have offered to the Dominion Government any Crown lands free of charge, and to establish roads, schools and any other governmental functions, and to waive taxes for a period of five years.

We have also, in the case of the South Okanagan tract, offered to transfer to them the tract in toto or to proceed to develop it ourselves and thereafter transfer to them such portions as they may want for soldier settlement.

In respect of land purchased under the Land Settlement and Development Act for returned soldiers, we are giving a rebate of \$500.00.

I think that we may now claim that the foundation has been well laid in respect of the settlement of the land question, both

from the standpoint of general sentiment and from the standpoint of the returned soldier.

Grazing

Take, then, our grazing policy. I do not know whether all of you gentlemen realize the importance of this problem. Mr. H. B. Thomson, a former resident of this city, with whom you are acquainted, stated in a speech which he made in Ottawa, that the stock industry of Canada, if properly developed, could of itself pay off the national debt. How important is it, therefore, that we have undertaken the work in a comprehensive fashion in British Columbia.

The stock industry has not been making the progress that it should. There has been conflict between the cattle and sheep men. The higher ranges have not been utilized, while the lower ranges, with their more succulent but hardly more nourishing grasses, have been used and re-used until they will not carry the number of stock that they should, under a proper system of rotation. We propose, by the establishment of units and rotation of ranging, greatly to improve the stock industry in the Province, and to encourage large increases in various parts of the Province.

To illustrate, so that anyone not familiar with the stock industry may understand, let us suppose that the water holes and salting places are located together. Stock will congregate where there is water and salt, with the result that that particular spot will be eaten out or stamped out and the range destroyed. By establishing water holes and salting places some distance apart, it is obvious that there will be much more even grazing, and the range in consequence protected. I cite this merely to illustrate the methods which we propose to adopt. I believe that the stock raising industry in this Province is only limited by the amount of winter feed which we can grow, as there is ample summer range, and we propose to herd at proper seasons and times in order that the nourishing foods at the tops of the hills and mountains shall be used to advantage.

Timber

Take, then, our timber industry. It is quite generally well recognized that the timber industry is carrying a too heavy overhead. Our mills at the present time could produce pretty close to three times their present annual cut, which shows that the timber business enjoyed an over-expansion during the boom days. This business has also been altogether too much dependent upon one single market, namely, the prairie market, with the result that the prosperity of the industry has been spasmodic. It was clear to

me from the first day that I took office that we must secure some outside markets in order to stabilize the industry, and that the only way that we could bring this about was by a comprehensive campaign carried out by the timber men of this country acting in close co-operation. Where in former years the percentage of our export timber ran as high as 24 to 25 per cent. of the total output of the Province, in later years it has dropped down to about 4 per cent. Our position has been rendered the more difficult by reason of the fact that for a period of years, interests on the other side of the line in foreign markets have become strongly entrenched, and in our efforts we will have to combat these influences. Recently, as you know, we secured an order for 70,000,000 feet from Great Britain. When you consider that this is considerably larger than our annual export has hitherto been, with the exception of 1918, it is quite a large order. In securing this order we found the keenest kind of competition, and it was only after a hard and strenuous fight that we were able to secure the order. In fact, we went pretty far in our efforts, and pointed out to the Imperial authorities the work we had carried out in the spruce and fir industry for aeroplane purposes, having practically shifted the entire organization of the Province from one field of endeavour to another, in order to get out the spruce to build the aeroplanes to beat the Hun. I am sure it will be gratifying to you to know that whereas in January last year our output of spruce was 116,000 feet per month, ten months later it ran up close to 7,000,000, and that we produced enough aeroplane spruce last year to build not less than 30,000 machines. Whereas in the beginning of the war Great Britain started in with probably the poorest aerial service of all the Allies, she ended up the war incomparably superior, and I think that I am on safe ground when I say that our superiority did much to hasten the end. It may also interest you to know that of some 30,000 pilots in the British aerial service, over 20,000 were Canadians.

From the information which we have, I am not of the opinion that in the ultimate we can look to European markets for our heaviest exports. For certain special lines there will always be a market, but for the common variety I do not think that we will be able to compete with the Scandinavian countries or Russia. For the next two or three years we may be able to sell common varieties as well as the special, but, as I have said, I think that in the ultimate we can only hope for special high grades in the European markets. On the other hand, there is an ever-increasing market in Eastern Canada and the United States, and we propose to re-open the Toronto office in this connection. We also propose

to carry out an active campaign in the Northwest. Previous to the imposition of the war duty, very large quantities of American timber were dumped on the prairies, and an insidious campaign is carried on, that British Columbia is trying to obtain large prices from the prairie people. This campaign we must offset, and we propose to do it. We also propose to look across the Pacific, to South America and to South Africa.

After strenuous efforts for a long time, we have succeeded in getting the timber men to co-operate, and they have formed themselves into an organization by which they can look after the export trade. For some time we have had co-operative effort in the local situation, but it is only now that we have been able to bring about the present organization, which, I think, will greatly benefit the timber industry in this Province.

Pulp

We purpose also developing our pulp resources. There are vast areas in this Province which are more suitable for the manufacture of pulp than timber, but which are held at the present time under ordinary timber licence. We have taken authority by statute to convert any of these areas into pulp areas, which places them upon a more favourable basis to carry out the industry of pulp and paper manufacturing. Particularly are there areas of this character in Northern British Columbia, and we are taking careful stock of our resources in this connection in order to induce capital to come here.

Shipbuilding

You are aware that we came in for some little criticism on the ground that we had no shipping policy, and that we did not carry out the line of policy intended by a former administration. I can only say of that legislation that my own personal opinion is that it was very poor business. It is true that some dozen vessels were built as a consequence of that Act, but I do not think that anyone will seriously maintain that the shipbuilding industry received any special permanent benefit as the result of the operation of the Act. The gentleman who formulated the plan to carry out shipbuilding thought the time opportune to build ships in anticipation of a shortage of tonnage the world over. In order, however, to protect themselves in case the anticipations were not realized, he succeeded in having passed an Act which, if his anticipations were not realized, would have absolutely assured himself against loss, which loss would have been borne by the people of the Province of British Columbia. It happens, however, that his expectations were realized, and no loss occurred to the

Province. The ships, however, which were built, were not tied to the Province, and are now scattered to the four winds. Most of them, instead of being engaged in hauling British Columbia exports to various ports, are engaged in hauling lumber from Washington and Oregon ports to foreign ports. The only benefit the Province received was in the construction of the vessels themselves.

Something over a year ago, in fact during the session before this last one, I caused a meeting of the shipping and timber interests to be called, for the purpose of consulting in connection with their shipbuilding programme, and at that meeting I asked the men personally whether or not, if the Government stood behind them with guaranteed bonds, they would pledge their assets upon a shipbuilding programme. Not one single man present would consider the proposition for a moment. Under these circumstances it was hardly to be expected that the Government itself would undertake the work. I believe, in any event, that it is the especial function of the Dominion authorities to establish a merchant marine. We have a department of Trade and Commerce in Ottawa, and surely it is to the interests of the Department of Trade and Commerce and to the Dominion as a whole to see that action is taken to assist the timber industry of the Province of British Columbia. You know this local Government frequently suffers by being close to the people, and a number of governmental functions, the jurisdiction of which properly belongs to Ottawa, are laid at the door of the Provincial Government.

Many of you, gentlemen, may have seen items in the newspapers from time to time, that the United States Government is doing thus and so—what is the British Columbia Government doing? It does not say—what is the Dominion of Canada doing? It does not say—Washington and Oregon are doing thus and so, what is British Columbia doing? But they compare British Columbia with the whole of the United States. Are you, gentlemen, aware that not one single dollar of help was given by the States of Washington and Oregon in connection with the elaborate shipbuilding programme which they had carried out on the other side of the line? I believe, however, unless a new world conflagration breaks out, that there will be ample tonnage before a great while.

Water

Take, now, our water powers. We have a large number of water powers in the Province, and at the present moment we are endeavouring to formulate plans looking toward their utilization.

Take, for instance, our Campbell River power. This is one of the best powers in the Province; certainly the largest in this section. While there are some difficulties in the way, nevertheless I have been working for some time, and propose to continue to do so, to see if it is not possible to get this power under development. More than that I am not in a position to state today; but I think you will agree with me that the utilization of this power would be an additional factor in the welfare of the industrial life of this part of the Province.

Your Board recently sent a resolution asking for the reservation of water powers in connection with the iron and steel industry. There is no doubt that the development of the iron and steel industry would be the greatest single factor possible in the development of this country. Just where that industry should be established would be a matter to determine. You may be sure of this, that none of these water powers are going to be permitted to pass into the hands of people who will not use them. Practically all of the water powers of the Province have already been staked, but, when circumstances so warrant, those who are, so to speak, hanging by their toes in the possession of these powers, will either have to make use of them or make way for those who will.

Coal and Petroleum

Then there are the Province's resources in the way of coal and petroleum. At the last session a provision of \$50,000 was made to carry out such investigation and prospecting work as might be considered advisable. In the Province of Alberta, close to the British Columbia boundary, considerable prospecting has been carried on for oil, with very encouraging results. It has been represented that the formations on the British Columbia side are of still more promising character, and we propose to carry out some investigations in order that we may have more information upon the subject. We are well aware that the oil business is a precarious business, and it is not our purpose to sink a lot of money that we can ill afford to lose, but in view of the fact that if we have oil in paying quantities, that this one resource will more than pay off our whole debt, it does seem to me that we should take some stock of this resource in order to place ourselves in a position either to carry out development work ourselves or to entertain some reasonable proposition from those who are ready to risk their money in this character of enterprise. It all makes for development, and it is development that we are looking for with all our might and main.

Mining

In regard to our mineral resources, we placed on the statute books and put in operation the Mineral Survey Act, which, I think, is of splendid benefit to the Province. Under this Act, mining districts were established, with a highly qualified engineer in charge. These engineers are of great practical benefit in offering technical advice to prospectors, as well as to operators of claims; also inspecting claims to ascertain whether the prospects are of sufficient character to justify the Government in assisting in building roads to these properties, and, as you know, a very considerable amount of assistance has been given in the building of roads to mining properties.

At the last session an Act was passed authorizing the Minister of Mines to enter upon iron properties held by private individuals, for the purpose of securing ore to be used for experimental purposes. There is no doubt that industrially the steel and iron business is the basic industry, and that if it were possible to establish a steel and iron industry in this Province, it would do more than any one thing to make for lasting stability.

Department of Industry

You are aware that the Legislature passed an Act authorizing the establishment of a Department of Industry. The Government had had this matter in mind for some time, but did not initiate the measure at the beginning of the session because of the very elaborate programme it had already outlined, and because of the fact that each of the departments were themselves carrying on research work looking toward general development. When, however, the suggestion was made by members of the soldier organizations that a Department of Industry should be established at this session, the Government was in a receptive mood and readily acceded to the request. The Department of Industry can be of great service to the Province, and will be able to make known in very definite detail not only the industries which are already existent, but what industries could with likelihood of profit be established in the Province.

I have endeavoured to point out to you, gentlemen, some of the fields of endeavour and the resources of our Province which we are trying to carry out. We have been no less active in the placing upon the statute books of legislation designed to make for the social, as well as the economic, welfare of our people, for they go hand in hand. There are some who think that we are moving too fast in this direction, and some who think that we are moving too slowly. I do not think that we are moving too fast,

and to those who say that we are moving too slowly, I can only say that it is impossible to move much faster than our neighbouring Provinces to the east or our neighbouring States to the south. We are under competition all the time. Too radical policies suddenly enforced create dislocation, but I think you will find, on investigation, that we are moving a little ahead of our friends to the east and to the south.

Acts for Social Betterment

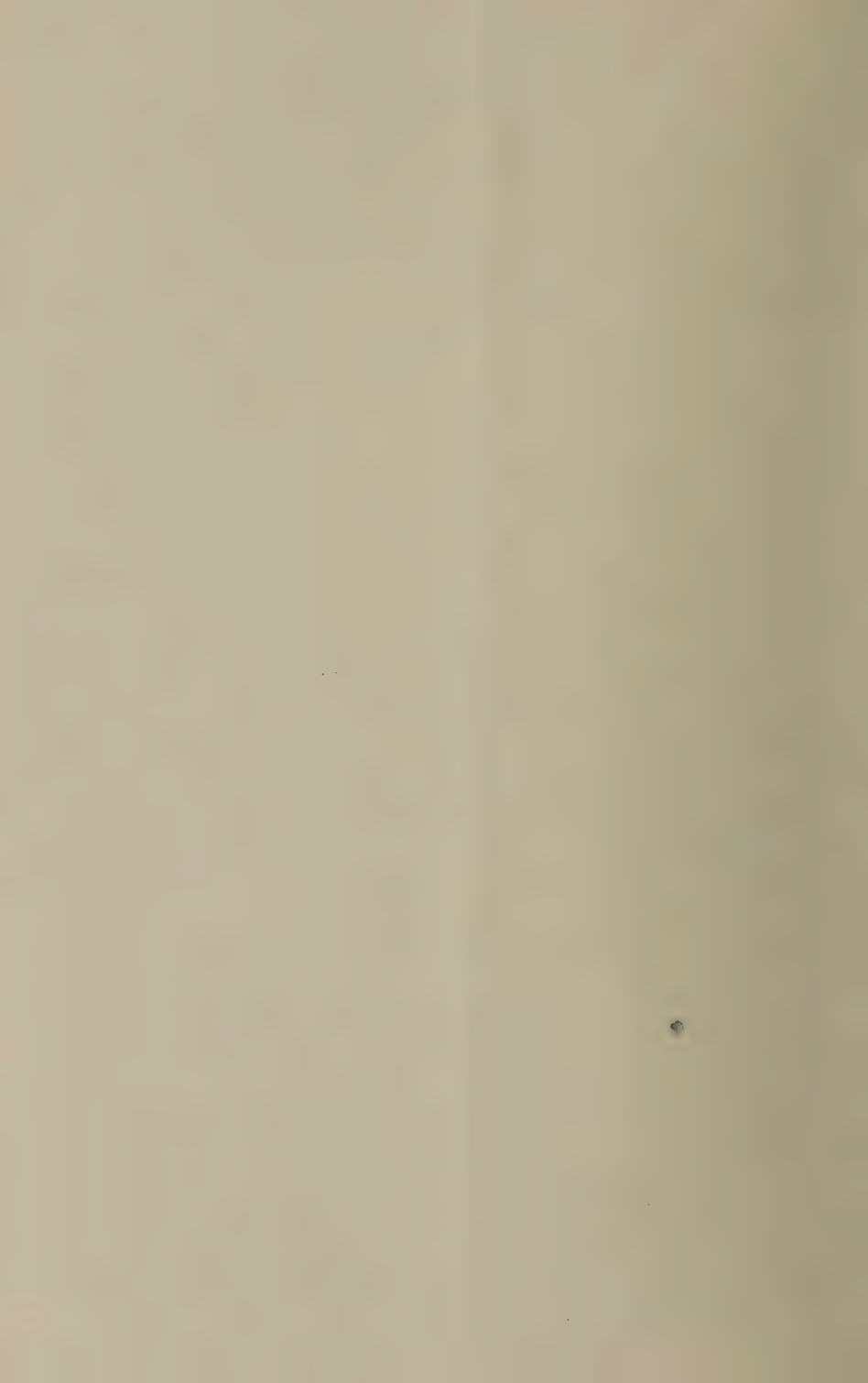
I have not time to go over in detail each Act which has been passed making for social betterment. I would, however, like to indicate some of the measures that have been passed. Take, for instance, the establishment of the Department of Labour, which not only affects the social but the economic condition to a very great extent. This department is designed to bring about a better understanding between capital and labour, and I believe is performing a useful function in this regard. It is now collaborating with the Ottawa authorities, dealing with the unemployment situation, and, as a matter of fact, some considerable time before the matter was taken up by Ottawa, had already established two Labour Bureaus in the Province, and is now establishing other bureaus.

Then there are the Acts which we passed dealing with the position of women in the Province, removing many of the unequal disabilities under which they have been labouring. There is the Minimum Wage Act for women and girls. There is the Coal Mines Regulation Amendment Act, providing for the defining of districts and the fixing of minimum wages. There is legislation making for the greater protection of life, both in factories and in mining operations. There is the Semi-Monthly Pay; the fixing of hours of labour in dangerous industries; the Public Libraries and Venereal Diseases Acts. In all, since we assumed office, we have passed something over 300 bills, a number of them, it is true, of a minor character, but many of them of a major and very important character, all looking to the betterment both of economic and social conditions in our Province.

In respect to the soldier problem, numerous and many Acts have been passed looking to giving assistance to returned soldiers by way of remission of fees, interest and penalties, while in appointments to office we are giving preference in all cases to returned soldiers, and I think I may say that no suggestions in connection with this all-important problem have been forthcoming that have not already been anticipated by the Government.



Dairy Herd, Vancouver Island



I have generalized in respect of what we are trying to carry out. The subject is such a large one that one could talk for a great while, and still leave much to be said. I do, however, wish to lay before you briefly the programme which we have outlined for the coming year in respect of works of development. During the time up to the signing of the armistice all of the people of this Province were profitably employed. There was no unemployment. It would have been folly for us at that time to have attempted extensive public works, whereby we would have been called upon to take from work for war purposes men to carry out these works—to take, for instance, from spruce production, which was much more important than any other work we could have undertaken. Besides which, it would have meant, in many instances, the employment of aliens. We, therefore, conserved our resources and put our house in order, and the moment the armistice was signed we had our plans laid, whereby we could carry out extensive works, looking not only to the operation of productive enterprises but looking also to the taking care of unemployment and bridging over the difficult period of assimilation of our soldiers into civil life. We must be prepared to pay a considerable sum to accomplish this great purpose. The men who went to the front and who did such valiant service there, and were so great an asset to this country in that great struggle, are just as great an asset to the people of the Province on their return here. We are talking of the wealth of our natural resources—what worth are they without the human hand? The one real wealth of the country is the human, and it is for his protection and his benefit and his happiness and prosperity that we must all bend our most arduous effort. We have prepared for the following year approximately an amount of \$12,000,000: \$3,500,000 for public works, \$2,000,000 of which is upon ordinary account and \$1,500,000 emergency vote for capital expenditure; \$1,500,000 for work upon the Pacific Great Eastern; under the measure to provide for Better Housing, the amounts under which will be used exclusively for returned soldiers, approximately \$1,250,000; the Land Settlement Board have available for their purposes, \$2,000,000; there is \$500,000 under the Soldiers' Land Act for the development of the South Okanagan tract, and \$700,000 in the Conservation fund, both for the development of the South Okanagan tract and the protection of the whole irrigation system. In respect of the irrigation situation, thousands of people are dependent upon the water supply for success in their operations, meaning millions of dollars annually. A number of companies operating systems are bankrupt, and no provision has been made for depreciation, and we must take the necessary steps

to protect the situation. There is also \$2,000,000 provided for a Department of Industry, so that, taking into consideration other smaller items, such as \$200,000 for the Johnson Street bridge and \$50,000 for the development of the Songhees Reserve, there is a total of approximately \$12,000,000.

The wisdom of the course that we are following, and the careful handling of the financial situation by the Honourable the Minister of Finance, who is one of your members, has, I believe, rehabilitated our issues in favour in the financial world. You will be glad to know that many congratulatory messages have been received by the Minister of Finance upon the showing which he was able to make in his Budget address this year.

There is a suggestion I would like to make to the business men of Victoria and Vancouver. There is a general feeling in the Interior country that the Interior country is not sufficiently understood by the business people of Victoria and Vancouver. The Interior country is quite familiar with Coast conditions, both from personal observation and from reading of your Coast papers. On the other hand, the large centres of Victoria and Vancouver know little of the Interior country, and read little relating thereto. I would suggest that your Board of Trade co-operate with the Board of Trade of Vancouver to get up a business men's trip throughout British Columbia. You will not be able to see all parts of this wonderful Province in a single season, but I would suggest as a beginning that you should take the boat to Prince Rupert, proceed along the line of the Grand Trunk Pacific to Fort George, then south by launch and motor to meet your own railway, the Pacific Great Eastern, and thence over the Pacific Great Eastern to Vancouver. This would certainly be a very pleasant trip, and would, I think, serve as a beginning to bring about a better understanding and a closer co-operation between the Interior country and the Coast, for you must remember—and I think many business men do not stop to consider this fact—that you are doing millions of dollars of business annually with the Interior country, and that the best way to build up your cities is to fill up the Interior country with producers.

Mr. Chairman, I have tried to indicate by generalization something of the objects and purposes which we are trying to accomplish. In the carrying out of all these undertakings we must have your co-operation and the co-operation of the people of the Province. It is not a light or easy task. At the same time, we must face the problem with courage and optimism, fortified by prudence and foresight.

MINING

The Board is indebted to the British Columbia Bureau of Mines for the following report and tables:

Victoria Mining Division

The Sunloch and the Blue Grouse groups of mineral claims have been the only metalliferous mining propositions that have been operated in the Victoria Mining Division continuously during 1918, and although there have been a few irregular shipments of copper ore from the East Sooke and the Willow Grouse properties, on Sooke Peninsula, the bulk of the production from this Division has been shipped from the Blue Grouse, on Cowichan Lake, as the Sunloch, on the Jordan River, has not yet been developed to the shipping class.

Sunloch.—The work on this property has been confined to development in a systematic manner. There has been about 800 feet of drifting and crosscutting and about 400 feet of diamond drill boring done on this property, in addition to the construction of about 6,000 feet of automobile road, the installation of a 4-drill compressor plant, and construction of new camp buildings.

Blue Grouse.—On this group of mineral claims the work done during the past season has been extending the old underground workings and doing very extensive prospecting by trenching and diamond drill boring. The ore shipped has been such as was mined from the prospect openings and underground extensions.

Manganese Ore.—The discovery of deposits of manganese ore in the mountains adjacent to Cowichan Lake during the past summer attracted considerable attention. These deposits occur in a zone of jasperized cherty rock, and were discovered at three distinct points within a distance of about twenty-five miles; the most south-easterly occurrence, known as Hill 60, is about four miles from the foot of Cowichan Lake, and the most north-westerly is about eight miles above the mouth of Shaw Creek, which empties into the lake about five miles from its head. A limited amount of prospecting work was done on the various claims by the locators, who propose to do further development in the coming season and place the properties on a shipping basis.

Alberni Mining Division

Owing to various causes, and especially the high cost of labour and supplies, the development work carried on in connection with the mining industry in this district during 1918 failed to reach the

proportions indicated early in the season as likely to be accomplished; there being no mineral claims in the Division that were developed up to the stage of regular shippers at the beginning of the year, and the owners of most of the prospects being poor men with a large proportion away on military service, it is no wonder that the high costs retarded development.

The Monitor mine is situated about seventeen miles down the Alberni Canal from Port Alberni. The most serious attempt at fully developing a shipping mine was carried on at this property, where a compressor plant, ore bins with a capacity to hold about 1,000 tons, and wharf were built near the portal of the main drift adit on the ore body, known as the Leonard showing. The adit was extended about 100 feet, an upraise made partly in ore to a height of about 75 feet, and two other upraises were started. The mine was closed down temporarily about September, after a shipment of ore had been made to the Tacoma smelter of about 125 tons, because the results showed that the property belonged to the concentrating class rather than to the smelting direct, and that very considerably more development work was necessary to block out available ore before the erection of a concentrating plant was considered.

The Canadian group of mineral claims, on Alberni Canal, was further prospected by Wm. Hutton, one of the owners, and a dump containing about 100 tons of good grade chalcopryite ore has been accumulated ready for shipment.

The Big Interior group of mineral claims, about twelve miles northerly from the head of Great Central Lake, was examined during the summer of 1918 by Messrs. Archibald and Kilbourne, mining engineers for the Consolidated Mining, Smelting and Power Company, of Trail. The report made by these gentlemen has, of course, not been made public, and so far as is known no deal has been made for the property.

Clayoquot Mining Division

The Indian Chief mine, on Sidney Inlet, has been the only mining proposition in this Division that has been at all active during 1918. A reorganization of the old Tidewater Copper Company has been effected, the new corporation being registered in British Columbia. A new management has been appointed and is at present engaged in extending the development work in the mine in order to determine the actual tonnage of ore available for concentrating. Water-power is to be developed to replace steam for power purposes, and if the development work in the

mine demonstrates that it is advisable, the capacity of the present concentrating mill will be increased.

During 1918 the mine and mill were operated during a portion of the year, the mill being closed down in the summer, since when a force of miners has been engaged in development. Concentrates and such shipping ore as was mined as the development work progresses have been shipped to the Tacoma smelter.

Quatsino Mining Division

The Old Sport group of mineral claims, on Elk Lake, near Quatsino Sound, has been active during 1918; the development work on the 400-foot level in the incline winze has been extended, and diamond drill boring has been done on the southerly end of the main mineral bearing zone. It is reported that the Consolidated Mining, Smelting and Power Company has completed the payment for the property, and it is assumed that in the near future work will be commenced on construction of the railway that has been surveyed to connect the mine with deep water on Quatsino Sound.

The Yreka group of mineral claims, on the southeast arm of Quatsino Sound, has been idle during the past year, but late in the fall this property was examined for the newly organized Tidewater Copper Company, Limited, by Wesly Warren, the former mine manager, and a bond secured from James Breen and associates, the owners, of Butte, Montana, for the purchase. It is the purpose of the Tidewater Copper Company to extend the development work on the Yreka property, and if the results are satisfactory, to mine ore and ship to the concentrating mill on the Indian Chief group, Sidney Inlet.

A geological survey has been carried on in the Quatsino Mining Division during 1918 by Victor Dolmage, of the Canada Geological Survey.

Other Minerals

Iron.—The past year has seen a very great demand for iron and steel on the Pacific Coast, the normal demand having been greatly increased by the need for steel in shipbuilding and munitions work, while the usual outside sources have been monopolized by war needs in other parts of the world, and the high freight rates have made the lack of local production more pronounced. Consequently, it has been strongly advocated in many quarters that the conditions are favourable for the establishment of an iron-smelting plant somewhere on the British Columbia Coast. So far

nothing definite has materialized, although there is apparently a prospect of such a plant being established on this Coast. As is well known, there is on the Coast, in the aggregate, an adequate supply of magnetite iron ore, quite sufficiently free from impurities as to be within the "Bessemer limit," to supply ore for such a plant.

The magnetite deposits of the Coast have therefore had some attention bestowed of them during the past year; this, however, was mainly confined to examination, with but little development. Bulletin No. 3, 1917, of this Department describes the more important magnetite deposits of the Coast.

A few hundred tons of bog iron ore was shipped from a deposit near Mons, on the Pacific Great Eastern Railway, to Irondale, Wash., where it was smelted in conjunction with mill cinder and scrap. This ore ran from 40 to 50 per cent. of iron, but was above the Bessemer limit in phosphorus.

Some magnetite ore was also shipped from Texada Island to the Irondale furnace.

During the summer months the Provincial Government engaged Dr. Alfred Stansfield, of Montreal, to make a report on the commercial feasibility of smelting British Columbia magnetites in an electric furnace; the abnormal price of iron due to war conditions offering a seeming field for that class of smelting. Dr. Stansfield's report will soon be made public.

Platinum.—The very insistent demand for platinum for war purposes caused a most exhaustive search to be made for it in commercial quantities by the Dominion Government officials. The well-known fact of its wide distribution throughout the Province in connection with our placer gold deposits giving reasonable hope for such investigations. In connection with this search a number of drill holes were sunk in the Similkameen District, the final results of which are not yet available.

A small amount of crude platinum was saved as a by-product from placer gold workings, the exact quantities not being known.

Molybdenite.—The urgent demand for molybdenite for war purposes continued throughout the first half of the year, but gradually the market fell away. Since the Armistice the market is dormant, like other metal prices, but nominal quotations vary from 75 cents to \$1 a pound.

During the year a carload of molybdenite ore, carrying also gold, cobalt and arsenic, was shipped from the Hazelton View

mine, Hazelton, to the Ottawa Mines Department for treatment. Returns on it have not yet been received. A small shipment of molybdenite was made from the Golconda claim, Osoyoos Mining Division. No other molybdenite shipments have been reported.

Chromite.—About 800 tons of chromite ore, carrying from 30 to 45 per cent. chromic oxide, was shipped from the Mastodon claim, Grand Forks Division; and a deposit on Scotty Creek, near Clinton, was opened up, but no shipments made.

With the end of the war the market for chromite has temporarily collapsed, as large stocks are available, with no purchasers in sight.

Manganese.—Fifteen carloads of ore, containing from 35 to 50 per cent. manganese, was shipped from the Curle Manganese group, near Kaslo.

A large deposit of good grade manganese was discovered during the summer near Cowichan Lake. No shipments were made.

Non-Metallic Minerals.—One hundred tons of fluorspar was shipped from the Rock Candy group, in the Grand Forks Division. This property is owned by the Consolidated Mining and Smelting Company, and is being equipped to make steady shipments in the future. The mineral is shipped to the Trail smelter, and is used for making hydrofluoric acid, which is used in the lead refinery.

Shipments of magnesium sulphate (Epsom salt) were made from Spotted Lake, Osoyoos Division, but figures have not been obtained. One hundred and seventy tons of magnesium sulphate was shipped from deposits of this material near Clinton.

Deposits of hydromagnesite in the Clinton Division, which are reported to be large and of great purity, have attracted considerable attention during the past year. No shipments have been recorded.

A production of arsenic, valued at \$20,000, was made by the Nickel Plate mine in 1917, and although no figures have been received, a similar production is expected to have been made in 1918.

Structural Materials, etc.

The output during 1918 of all structural materials, such as cement, lime, building stone, sand and gravel, brick, and other clay products, will probably show a slight decrease from that of previous years.

The output for 1918 is estimated at \$1,000,000, as against \$1,204,546 in the preceding year, and \$1,299,553 in 1916.

Since 1912, when a production amounting to \$3,435,722 was recorded, the output of building materials has steadily declined, due to the cessation of the building trade, brought about by the continued financial depression and the war. It is probable that the figures have now reached a minimum, and that an output from \$1,000,000 to \$1,250,000 represents the steady yearly demand for these materials for use in repairs, renewals and various small demands, without any new construction work. It may be expected, therefore, that the production will remain at about this figure until a period of active construction work again commences in the Province.

Portland cement is at present the most important item in the production of building materials, amounting this year to a little less than \$500,000.

The outputs of building stone, crushed rock, sand and gravel, and red brick have fallen to very low figures. A considerable quantity of firebrick and similar material is made, principally by the large plant of the Clayburn Company.

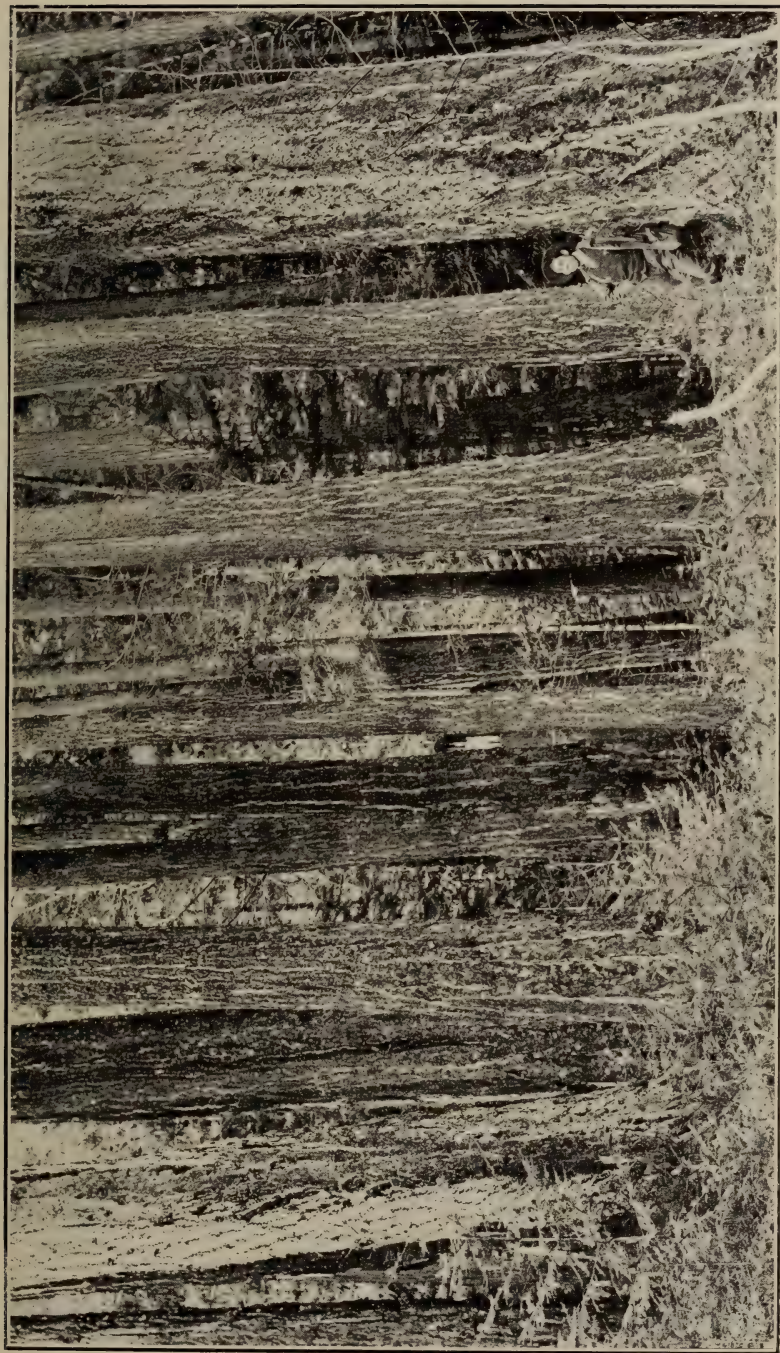
Vancouver Island Collieries

The Vancouver Island collieries made a gross output of about 1,666,582 tons of coal, or 29,139 tons less than in 1917.

Western Fuel Co.—This company mined this past year about 731,922 tons of coal, an increase over the previous year of 73,475 tons.

The Nanaimo Colliery, in the City of Nanaimo, is entered by No. 1 or Esplanade shaft, which is connected by underground workings with a shaft on Protection Island and also on Newcastle Island. The workings are at a depth of from 600 to 1,200 feet, and are very extensive, including a large submarine area. On the north side both the Douglas and Newcastle seams are operated; on the south side only the Douglas or Upper seam is worked. This property has been in operation since 1881, and is still the largest producing coal mine in the Province.

The Reserve Colliery is situated about five miles from Nanaimo; the Douglas seam is reached through two shafts 950 feet in depth. This property became a producer in 1914; development has been retarded owing to faulted and much disturbed condition of the seam.



Vancouver Island Douglas Fir, Showing Breadth

The Harewood mine, which has been closed down for a number of years, was reopened during 1917, and at the present time is producing about 1,000 tons of coal daily.

The New Wakesiah shafts, which were sunk during 1918 on the Five-Acre Lots, should produce coal at an early date.

Canadian Collieries (Dunsmuir), Ltd.—This company operates two collieries—Comox Colliery, situated at Cumberland, seventy miles north of Nanaimo, and Wellington-Extension Colliery, at Extension, six miles southwest of Nanaimo.

The mines of the Comox Colliery are situated around Cumberland, and are connected by a standard gauge railway with the seaboard at Union Bay, where are situated the loading piers, a coal washery, and a battery of 200 coke ovens.

The mines operated during the year were Nos. 4 and 7 slopes and No. 5 shaft. No. 6 shaft, however, has not been producing coal during the year.

The gross output of coal for this colliery during the year was 538,362 tons (2,240 lbs.), an increase of 30,305 tons over 1916.

The mines of the Wellington-Extension Colliery are situated around Extension, and are connected by a standard gauge railway with tide water, and the E. and N. Railway at Ladysmith, where a coal washery, bunkers and loading piers are situated.

Three mines were operated during the year, Nos. 1, 2 and 3, entered by a tunnel 5,000 feet in length. The output for the year was about 224,577 tons, a decrease of 64,814 tons from that of 1917.

The new slope, known as No. 5 mine, is being developed at South Wellington, from which the output for the year was about 28,787 tons.

Pacific Coast Coal Mines, Ltd.—This company operated the Morden mine throughout the year; the mine is situated about six miles south of Nanaimo, and produced about 82,629 tons during 1918.

The Suquash Colliery, situated on the northeastern coast of Vancouver Island, and owned by this company, was not in operation during the year.

British Columbia Coal Mining Co.—This mine was reopened in August after being closed down owing to a mine fire, since October 16th, 1917. The output for the past year was about 4,716 tons.

Nanoose Collieries, Ltd.—This colliery is situated at Nanoose Bay, about ten miles north of Nanaimo, and is operating in the Old Wellington seam. The output for this colliery during the past year was 30,436 tons, an increase of 2,614 tons over the previous year.

Granby Colliery No. 1.—The new colliery of the Granby Company at Cassidy Siding was opened up during the year. About 17,625 tons of coal was mined and shipped to Anyox.

Mineral Production for Two Years, 1917-18

	PRODUCTION, 1917		ESTIMATED PRODUCTION, 1918			
	Quantity	Value	Quantity	Value	Increase	Decrease
Gold, placer ... oz.	24,800	\$ 496,000	15,400	\$ 308,000	.....	\$188,000
Gold, lode oz.	114,523	2,367,190	157,276	3,250,895	\$ 883,705	.....
Total Gold.....		\$ 2,863,190		\$3,558,895	695,705	.....
Silver.....oz.	2,929,219	2,265,749	2,886,861	2,601,120	335,371	
Lead.....lb.	37,307,465	2,951,020	43,949,661	2,944,627		6,393
Copper.....lb.	59,007,565	16,038,256	63,387,010	13,681,946		356,310
Zinc.....lb.	41,848,513	3,166,259	36,149,894	2,501,573		664,686
Total Metalliferous.....		\$27,284,474		\$27,288,161	3,687	.....
Coal.....tons	2,149,975	\$7,524,913	2,292,068	\$11,460,240	3,935,427	.....
Coke.....tons	159,905	959,430	190,656	1,334,592	375,162	.....
Total collieries.....		\$8,484,343		\$12,794,932	4,310,589	.....
Miscellaneous and Build'g Materials.....		\$1,241,575		\$1,000,000		241,575
Total Production.....		\$37,010,392		\$41,083,093	\$4,072,701	.....

Profits of Mining Companies

The following statement shows the dividends declared by operating metalliferous mining companies during the calendar years 1915, 1916, 1917 and 1918:

Name of Company	1915	1916	1917	1918
Consolidated Mining and Smelting Co., Trail..	\$ 493,425	\$ 841,050	\$ 996,503	\$1,047,744
Granby Co.....	449,955	1,049,896	1,499,848	1,499,848
Standard Silver-Lead Mining Co., Silvertown.....	250,000	600,000	300,000	.....
Hedley Gold Mining Co.....	300,000	240,000	240,000	144,000
Le Roi No. 2, Ltd., Rossland.....	58,440	.....	29,199	.....
Rambler-Cariboo Mines, Ltd., Three Forks.....	35,000	70,000	35,000	.....
Utica.....	.....	.....	64,000	.....
Mother Lode.....	.....	137,500	.....	.....
Totals.....	\$1,586,820	\$2,938,446	\$3,164,550	\$2,691,592

The amount of \$2,691,592 shown above as distributed profits for the year 1918 by no means represents the total of net profits earned during that year. A glance at the published accounts of several of the companies for their respective last fiscal years will make it clear that in these several instances there was as well a substantial sum placed to the credit of profit and loss account.

It will be noticed that the Standard Silver Lead Company suspended dividends in 1918, although the company operated and made a profit. None of the coal companies are listed as dividend payers, but doubtless profits were made. Similarly, profits accruing to small companies and individual mining enterprises as a rule are not given publicity as dividends as is the case with the large companies, so that no record of these profits, which in the aggregate are considerable, is available.

GAME ACT

Subsection (E) of Section 24:

To a person not a resident, who bona fide enters the Province for the purpose of hunting big game, to carry firearms and fishing rods, and to hunt big game and game birds, and to angle for fish, the fee for such licence shall be twenty-five dollars; provided always that such person shall in addition to such licence fee pay the following fees in respect of each head of big game shot by him:

For each grizzly bear, moose, sheep, wapiti or caribou, twenty-five dollars;

For each black or brown bear, mountain goat or mule deer, fifteen dollars;

For every deer of any other species, five dollars.

Subsection (1) of Section 10:

No person shall kill in any one year or season more than—

One moose;

One wapiti;

Two mountain goats;

Two caribou;

Three deer of any one species, or more than four in all;

Two mountain sheep of any one species, or more than three in all;

Two hundred and fifty ducks.

LUMBERING

The Lumber Industry during 1918 experienced much the same fluctuating demand as many other industries during the war period, owing to the emergency nature of the business. The most notable feature was probably the emergency demand for Aeroplane material, Spruce and Fir, both woods being used largely in their construction.

Previous to 1918 Spruce had only been produced in the Coast Districts of British Columbia in a casual way, owing principally to the absence of demand for that wood, and the sudden call for Spruce on a large scale created something of a revolution in certain sections of the lumber industry. Logging outfits had to be withdrawn from current operations and transported to the spruce areas for the purpose of opening up new tracts of lumber to cope with the changed situation, which entailed a great deal of preliminary work before production could be commenced. The following figures will show the progress made in Spruce production during the eleven months' operations:

	Spruce, Feet	Fir, Feet
January	116,000	209,000
February	500,000	375,000
March	470,000	289,000
April	439,000	212,000
May	1,019,000	876,000
June	1,825,000	829,000
July	2,165,000	987,000
August	3,024,000	1,530,000
September	4,487,000	1,475,000
October	5,229,000	1,060,000
November	6,850,000	1,382,000
Total.....	26,124,000	9,224,000

The Prairie trade in 1918 was rather disappointing. Opening strong in the spring, a good volume of business developed and continued until the month of August, when the poor crop prospects in many sections had the effect of cutting off the demand.

An increased demand was experienced during the year from Eastern Canada, and reduced production of native woods and southern pine will doubtless tend towards an ever-increasing trade between British Columbia mills and the Eastern Provinces. The heavy railway freight charges are the greatest barrier to an enormous trade in that market.

The export trade, strange to say, notwithstanding the shortage of tonnage, shows a large increase over the years 1916 and 1917, being double the amount of each of these years. The increase is to be accounted for partly by British Government requirements and partly by control of tonnage by some export mills. It was generally expected that orders would be secured for large quantities of lumber for reconstruction purposes immediately after the signing of the Armistice, and a Lumber Commissioner was sent to London in August last by the Forest Branch to negotiate with the Timber Controller of the Imperial Government, but owing to the uncertainty of the policy the Government would adopt with regard to the continuance of the Timber Control no business resulted until March of this year, when an order for seventy million feet was received. This order was distributed amongst the various mills, and is now being executed as fast as ships can be secured to carry the material.

The amount of timber cut in the Province during 1918 was 1,761,184,000 feet B.M., as compared with 1,647,275,000 feet B.M. in 1917, while the increase in value of production amounted to about 12½% more than in 1917. The value of production for the past four years is as follows:

1915.....	\$29,150,000
1916.....	35,528,000
1917.....	48,300,469
1918.....	54,162,523

The number of Sawmills and Shingle Mills operating in the Province in 1918 was:

Sawmills.....	219
Shingle Mills.....	75

Six Pulp and Paper Mills were in operation during 1918, and one in course of construction. The production of pulp and paper showed a marked increase over the previous year. The following are the comparative figures:

	1917 Tons	1918 Tons
Pulp—Sulphite	43,644	66,054
Sulphate	2,863	12,188
Ground Wood	65,620	91,145
Paper—Newsprint	75,833	112,206
Wrapping	3,170	3,170

The following table, indicating composition of the present stand of saw timber, is quoted from the report of the Commission of Conservation on the Forests of British Columbia:

SPECIES	COAST		INTERIOR		TOTAL	
	Million ft. Board Measure	Per Cent.	Million ft. Board Measure	Per Cent.	Million ft. Board Measure	Per Cent.
Western Red Cedar.	59,000	27.4	18,019	13.2	77,019	22.1
Douglas Fir.....	64,000	29.4	12,573	9.2	76,573	21.8
Spruce†	14,000	6.7	58,375	42.8	72,375	20.6
Western Hemlock...	52,000	24.6	12,164	8.9	64,164	18.3
Balsam‡	19,000	9.2	13,838	10.2	32,838	9.5
Lodgepole Pine.....	20	.1	12,130	8.9	12,150	3.5
Western Yellow Pine	.....	.....	4,208	3.1	4,208	1.2
Yellow Cypress.....	3,700	1.9	.....	.....	3,700	1.1
Western Larch.....	.....	.....	3,152	2.3	3,152	.9
White Pine.....	1,100	.5	1,617	1.2	2,717	.8
Black Cottonwood...	400	.2	272	.2	672	.2
	213,220	100.0	136,348	100.0	349,568	100.0

It will be seen from this that, of the species which are used in the manufacture of pulp and paper (hemlock, balsam, spruce and cottonwood), there is 170 billion feet, which is equivalent to 243 million cords of pulpwood, which may be increased to 250 million cords by utilizing smaller sized timber. In view of the fact that the supply of pulpwood is becoming a very serious matter in eastern North America, it is of interest to know that so considerable a supply may be obtained in British Columbia.

The estimate of the forest resources of the Province submitted in this report is based on a much higher percentage of detailed timber cruises than any forest report of a similar nature heretofore issued. It is believed, therefore, that the information will be valuable, not only to the governments, which control the forest policy in the Province, but to timber owners as well, and

† Includes Sitka Spruce, Engelman Spruce, White Spruce and Black Spruce.

‡ Includes Alpine Fir, Lowland Fir, and Amabilis Fir.

The Land Act defines "Timberland" as that which, when situated west of the Coast Mountains, carries at least 8,000 b.f. per acre; when east of the Coast Mountains, 5,000 b.f. per acre.

Total stand of saw timber and pulpwood material is 366 billion feet.

to financial interests, on whom the development of our industrial production so largely depends.

During the last five years the total cut in the Province has averaged only 1,250 million board feet. With a stand of 350,000 million board feet of timber of commercial size, and with over 100,000 sq. miles of land on which young forests are established and which, if protected, should produce from 5,000 million to 7,000 million board feet per annum, it will be seen that the forest resources of British Columbia can, under conservative exploitation, supply at least five times the present cut without seriously depleting the capital stock.

AGRICULTURE

Vancouver Island, which is about 285 miles long, with an average width of about 60 miles, is separated from the British Columbia mainland by the Gulf of Georgia and the Straits of Haro and Juan de Fuca, and bears a close resemblance to Great Britain in its geographical position, as well as in climate and certain natural characteristics. The climate, mild and moist as in England, is warmer and brighter, with less average rainfall, the summers being invariably dry, with continuous sunshine, while the winters are much less foggy, with frequent spells of crisp, bright weather. Holly, ivy, broom, gorse, box, heather, privet and other shrubs grow in perfection, and all the favourite English flowers are seen in the fields and gardens. Wallflowers, primroses and violets bloom the year round, and in the early summer the whole country is transformed into a vast rose garden, wild and cultivated varieties flourishing everywhere. The climate and the flowers are, however, far from being the most important natural assets of this favoured region. Its timber is the finest in the world and of great extent; its coal measures are practically inexhaustible; the deposits of other minerals—iron, copper, gold and silver—are vast and but slightly developed; its fisheries rival those of the Atlantic, and its soil is of wonderful fertility, capable of producing every grain, fruit, root and vegetable grown in the temperate zone.

The agricultural settlements on Vancouver Island, near Victoria, along the line of the Esquimalt and Nanaimo Railway, and at Comox, are the oldest in British Columbia, and the excellence

of their products has more than a local reputation. The total area under crop in 1917 is estimated at 31,406 acres. Island poultry, Island mutton and pork, Island strawberries, raspberries, loganberries and currants, cherries, plums, apples, pears, quinces, etc., and Island butter, command the highest prices, and such is the demand that little ever crosses to the Mainland—the local markets absorb all and ask for more. Cattle, sheep, swine and poultry do well on the Island, the climate being so mild as to permit their roaming at large and picking up an abundance of green food the greater part of the year. Dairying is a profitable and growing industry, although the local market is still far from being supplied, while the progress of mining, lumbering and fishing is constantly creating new demands, and the Oriental trade, as yet in its infancy, assures a continuance of good prices in the future. The average price of butter at first hand is 41½ cents per pound.

In the Esquimalt, Metchosin, Sooke Lake, Victoria, North and South Saanich, Goldstream and Highland Districts, which adjoin the City of Victoria, there is considerable good land suitable for poultry raising, dairying, fruit growing, and market gardening. Malahat District also contains areas of arable land, some of which is heavily timbered, which might be profitably utilized for poultry, dairying, fruit growing and sheep raising.

Farther north lies the famous Cowichan Valley, noted for its beauty of scenery and fertility of soil. Cowichan, including the districts of Comiaken, Quamichan, Chemainus, Somenos, Sahtlam, Seymour and Shawnigan, is one of the most flourishing settlements on the Island. The soil of the Cowichan Valley is of peculiar richness, being strongly impregnated with carbonate of lime, with usually a depth of two or three feet and a subsoil of blue clay and gravel. The soil is suited to all kinds of crops, but is particularly adapted to fruit, which grows in great abundance and of excellent quality and flavour. The roads throughout the district are the best on Vancouver Island—where bad roads are almost unknown—thanks to the efforts of the local Municipal Council. Very little wheat is grown, the area under cultivation being too limited, but oats are a principal crop, yielding 55 bushels to the acre. Peas produce between 27 and 30 bushels per acre, potatoes from 200 to 250 bushels, hay from two to three tons. Apples, pears, plums, cherries and small fruits give big crops. Sheep raising is carried

on to a considerable extent, a ready market for sheep and lambs being found at Victoria, Ladysmith and Nanaimo. Hogs pay well and thrive, and poultry give good returns, the price of eggs and fowls being always high. One of the best conducted co-operative associations in the Dominion is located at Duncan, and handles large quantities of eggs and live poultry.

West of Duncan, in the Cowichan Valley, there is a large area of good land, that portion of the north shore of the Cowichan Lake being an almost level country admirably adapted to farming. From the lake to the Nitnat River and Barkley Sound the country is more rugged and heavily timbered, and is reported to be one of the richest mineral sections of British Columbia. The same remarks apply to the land in the vicinity of Ladysmith, and in the Nanaimo, Mountain, Cedar, Oyster, Bright, Cranberry, Douglas, Wellington, Nanoose and Cameron Districts. Mountain is broken, with considerable good land in the Millstream Valley, and the uplands furnish excellent grazing, with large and small timbers of good quality. Cedar and Cranberry Districts very much resemble Cowichan and possess large areas of good farming land. North of these districts the character of the soil changes, inclining to be sandy and gravelly in patches, but around Qualicum it again reverts to a rich loam of the best quality. A good deal of land is under cultivation in the country lying between Nanaimo and Comox, but much of the best of it is still unreclaimed, and many thousand acres will be available when cleared of timber.

Alberni Valley, at the head of Alberni Canal, about 20 miles long and from six to eight miles wide, is destined to become an important district from an agricultural standpoint, as it is the centre and natural distributing point for a large and rich mineral district. It is 110 miles distant from Victoria, and 55 miles from Nanaimo. A very large area of good agricultural land can easily be brought under cultivation by clearing and drainage. The soil generally is a clayey loam and very productive, being well adapted for fruit growing and dairying. A very considerable part of the fertile Alberni Valley lies within the Esquimalt and Nanaimo Railway Grant, and is included in the area which the Company will render fit for cultivation and offer for sale to settlers. Alberni has a steamboat service with Victoria, four sailings in each month. The Esquimalt and Nanaimo Railway branch line is now completed to Alberni.

AGRICULTURAL PRODUCTION, BRITISH COLUMBIA

Description	1918		1917	
	Quantity	Value	Quantity	Value
Horses No.	.....	\$ 1,651,069	.....	\$ 2,142,100
Beef Cattle ..... }	.....	6,532,540	.....	3,208,652
Dairy Cattle ..... "	.....		.....	2,315,173
Sheep ..... "	.....	679,365	.....	438,580
Swine ..... "	.....	835,905	.....	527,632
Total Live Stock.....	.....	\$ 9,698,879	.....	\$ 8,632,137
Beef and Veal.....lbs.	16,250,000	\$ 2,625,000	12,870,000	\$ 1,584,000
Pork and Pork Products.... "	1,680,000	450,000	944,000	152,000
Mutton "	255,000	75,000	193,800	38,000
Total Meats	18,185,000	\$ 3,150,000	14,007,800	\$ 1,774,000
Poultry lbs.	3,036,772	\$ 971,447	3,020,400	\$ 755,100
Eggs doz.	3,155,691	1,672,516	4,077,540	1,631,016
Total Poultry Products....	.....	\$ 2,643,963	.....	\$ 2,386,116
Rabbits .....	.....	\$ 76,051	.....	.....
Butter lbs.	2,260,386	\$ 1,114,997	1,859,474	\$ 812,763
Cheese "	250,674	67,682	43,400	13,020
Milk (as fresh).....gals.	10,516,354	4,335,363	11,329,420	4,054,210
Total Dairy Products.....	.....	\$ 5,518,042	.....	\$ 4,879,993
Apples lbs.	57,775,490	\$ 2,415,887	64,624,000	\$ 1,887,514
Other Tree Fruits..... "	21,407,967	1,172,411	16,110,000	551,684
Small Fruits "	5,846,064	826,862	3,692,000	445,756
Total Fruits	85,029,521	\$ 4,415,160	84,426,000	\$ 2,884,954
Potatoes tons	102,690	\$ 3,320,300	76,320	\$ 1,755,360
Other Vegetables "	103,732	3,255,553	76,810	2,120,192
Total Vegetables	206,422	\$ 6,575,853	153,130	\$ 3,875,552
Hay (Clover and Timothy). tons	217,400	\$ 7,228,600	361,265	\$ 6,224,447
Other Fodders "	178,684	4,235,074	51,873	524,695
Total Fodders	396,084	\$11,463,674	413,138	\$ 6,749,142
Grains bu.	2,778,904	\$ 4,096,686	4,198,014	\$ 4,783,030
Honey lbs.	450,000	\$ 126,000	370,000	\$ 74,000
Nursery Stock .....	.....	180,000	.....	.....
Wool lbs.	300,000	.....	269,686	134,842
Hops ..... "	.....	.....	.....	.....
Total Miscellaneous .....	.....	\$ 306,000	.....	\$ 208,842
Indian Products .....	.....	\$ 1,500,000	.....	\$ 1,488,084
Grand Totals .....	.....	\$49,520,359	.....	\$37,661,850

AGRICULTURAL PRODUCTS IMPORTED FROM OTHER PROVINCES IN CANADA INTO BRITISH COLUMBIA

Description	1918		1917	
	Quantity	Value	Quantity	Value
Beef Cattle.....No.	14,782	\$ 1,306,988	13,128	\$ 913,978
Dairy Cattle....."	7,276	252,354	26,269	289,397
Sheep....."	32,287	927,460	56,644	1,179,974
Swine....."				
Total Live Stock.....		\$ 2,486,802		\$ 2,383,349
Beef and Veal.....lbs.	2,757,121	\$ 490,078	4,287,902	\$ 687,346
Pork and Pork Products...."	8,046,235	3,271,498	7,190,559	1,858,806
Mutton....."	159,423	35,988	583,966	134,786
Lard....."	724,508	20,546	1,979,530	419,301
Meats (Canned)....."	128,036	10,499	128,550	20,678
Total Meats.....	11,815,323	\$ 3,837,609	14,170,507	\$ 3,120,917
Poultry.....lbs.	1,438,243	\$ 166,249	1,170,255	\$ 192,641
Eggs.....doz.	1,268,514	897,962	1,289,140	827,615
Total Poultry Products....		\$ 1,064,211		\$ 1,020,256
Butter.....lbs.	5,980,183	\$ 2,648,353	7,550,736	\$ 2,814,403
Cheese....."	1,533,079	599,260	1,871,892	579,555
Milk (as fresh).....gals.	711,133	606,185	336,233	213,596
Total Dairy Products.....		\$ 3,853,798		\$ 3,607,554
Canned Fruits & Vegetables.lbs.	1,334,304	\$ 254,513	1,401,580	\$ 109,468
Hay.....tons	20,354	\$ 742,282	14,528	\$ 344,127
Whole Grains.....bu.	2,668,387	\$ 1,890,884	2,595,707	\$ 1,701,966
Mill Stock Feed.....tons	18,511	755,742	25,358	731,599
Flour.....bbls.	390,880	3,520,963	402,140	3,603,852
Malt.....bu.				
Total Grains, etc.....		\$ 6,167,589		\$ 6,037,417
Honey.....lbs.	23,016	\$ 3,031	1,772	\$ 409
Grand Totals.....		\$18,409,835		\$16,623,497

Increase since 1917, 10.75 per cent. in value. Decrease since 1917, 4.18 per cent. in quantity

AGRICULTURAL PRODUCTS IMPORTED FROM FOREIGN POINTS INTO BRITISH COLUMBIA

Description	1918		1917	
	Quantity	Value	Quantity	Value
Horses No.	233	\$ 24,625	391	\$ 34,350
Cattle "	37	2,159	342	13,205
Sheep "	70	525	6,075	38,658
Total Live Stock.....		\$ 27,309		\$ 86,213
Beef and Veal.....lbs.	3,917	\$ 474	157,918	\$ 16,735
Pork "	131,023	33,667	415,145	91,331
Mutton "	5,092,905	787,688	1,839,045	348,786
Lard "	41,360	10,570	5,003	1,196
Meats (Canned) "	161,034	33,906		70,450
Other Meats..... "		72,473		
Total Meats.....		\$ 938,778	2,417,111	\$ 528,498
Poultry lbs.		\$ 15,959		\$ 12,812
Eggs doz.	452,008	162,658	733,359	236,395
Total Poultry Products....		\$ 178,617		\$ 249,207
Butter lbs.	754,240	\$ 266,591	253,390	\$ 93,254
Cheese "	44,860	16,833	113,760	32,547
Total Dairy Products.....		\$ 283,424		\$ 125,801
Apples lbs.	3,823,721	\$ 125,657	3,633,285	\$ 91,696
Other Tree Fruits..... "	2,932,937	141,690	3,097,060	114,888
Small Fruits "	1,033,670	104,169	1,110,622	86,624
Canned Fruits "	1,712,517	147,799	2,131,383	161,005
Total Fruits.....	9,502,845	\$ 519,315	9,972,350	\$ 454,213
Potatoes tons	6,160	\$ 116,591	957	\$ 34,970
Other Vegetables, N.O.P.... "		258,636		394,115
Canned Vegetables lbs.	1,319,593	138,479	2,089,009	159,062
Total Vegetables.....		\$ 513,706		\$ 588,147
Hay tons	5,845	\$ 168,150	1,577	\$ 27,020
Grains bu.	199,164	\$ 819,005	328,356	\$ 1,059,755
Malt "	365	545	553,340	19,481
Total Grains and Malt.....		\$ 819,550		\$ 1,079,236
Honey lbs.	151,782	\$ 27,175	59,949	\$ 9,571
Hops "	42,042	3,037	15,553	2,577
Nursery Stock "		16,550		12,226
Total Miscellaneous.....		\$ 46,762		\$ 24,374
Grand Totals		\$ 3,495,611		\$ 3,162,709

FRUIT PRODUCTION, ISLANDS DISTRICT, BRITISH COLUMBIA, YEARS 1915-18

	Packages	Price	Value
Apples—			
1915.....	27,745	\$0.95	\$26,358
1916.....	69,813	.90	62,832
1917.....	58,564	1.50	87,846
1918.....	49,680	...	79,488
Crab Apples—			
1915.....	.....	....	.....
1916.....	.....	....	.....
1917.....	914	1.20	1,097
1918.....	1,646	....	1,317
Pears—			
1915.....	1,783	1.20	2,140
1916.....	7,633	1.25	9,541
1917.....	6,870	1.65	11,335
1918.....	7,900	....	14,615
Plums and Prunes—			
1915.....	4,405	.65	2,863
1916.....	16,788	.55	9,233
1917.....	17,292	.65	11,240
1918.....	14,270	....	14,270
Peaches—			
1915.....	.....	....	.....
1916.....	281	1.00	281
1917.....	300	1.00	300
1918.....	281	....	281
Cherries—			
1915.....	6,873	1.00	6,873
1916.....	8,166	1.00	8,166
1917.....	8,982	1.75	15,718
1918.....	9,880	....	17,290
Strawberries—			
1915.....	47,769	1.95	93,150
1916.....	42,374	1.92	81,358
1917.....	38,137	2.00	76,274
1918.....	37,977	....	88,712
Raspberries—			
1915.....	561	1.75	982
1916.....	1,767	1.85	3,269
1917.....	1,714	1.90	3,257
1918.....	1,591	....	4,773

FRUIT PRODUCTION, ISLANDS DISTRICT, BRITISH COLUMBIA, YEARS 1915-18—(Continued)

	Packages	Price	Value
Blackberries—			
1915.....	.....	.....	.....
1916.....	474	1.40	664
1917.....	425	1.75	744
1918.....	474	....	829
Loganberries—			
1915.....	1,620	1.50	2,430
1916.....	4,645	1.15	5,342
1917.....	4,413	1.75	7,723
1918.....	2,804	....	6,446
Red Currants—			
1915.....	.....	.....	.....
1916.....	619	1.50	928
1917.....	619	1.75	1,083
1918.....	619	....	1,238
Black Currants—			
1915.....	.....	.....	.....
1916.....	889	1.90	1,689
1917.....	977	2.00	1,954
1918.....	977	....	2,931
Gooseberries—			
1915.....	.....	.....	.....
1916.....	3,043	1.60	4,868
1917.....	3,347	1.90	6,359
1918.....	3,492	....	5,725



POULTRY RAISING

Poultry raising is an important branch of general farming which is gradually developing in British Columbia, but not to the extent which its importance warrants. The home supply is still inadequate, large quantities of eggs and poultry being imported from Manitoba, Alberta, Ontario, California, Washington, Oregon, and occasionally from China. The eggs from the latter country are very small, and are sold oftentimes as local fresh "pullet" eggs. To remedy this, the poultry breeders of the Province have succeeded in inducing the local Legislature to pass an "Egg Marks Act." Fairly good prices prevail at all seasons, the average whole-sale (war-time) price for eggs on the Coast being: Fresh eggs, 45 cents per dozen; while the retail price for fresh eggs averages 50 cents per dozen, ranging from 40 cents to \$1.10. During the past year, owing to the era of high feed prices, eggs have averaged nearly 40 cents per dozen for the year. Feed, however, has increased 100%. Fowls bring from \$9 to \$12 per dozen; chickens, \$6 to \$9; ducks, \$10 to \$15; geese, \$3 to \$5 each, and turkeys, from 42 to 50 cents per pound. At present, eggs are fetching still more per dozen, and the price of feed has also gone up again, so much so that quite a few ranchers have had to reduce their flocks. Since the Armistice and commencement of demobilization, a large number of beginners have started up, besides the expansion of business by those already breeding fowls. The number of fowls in the Province is still 20% lower than in pre-war times.

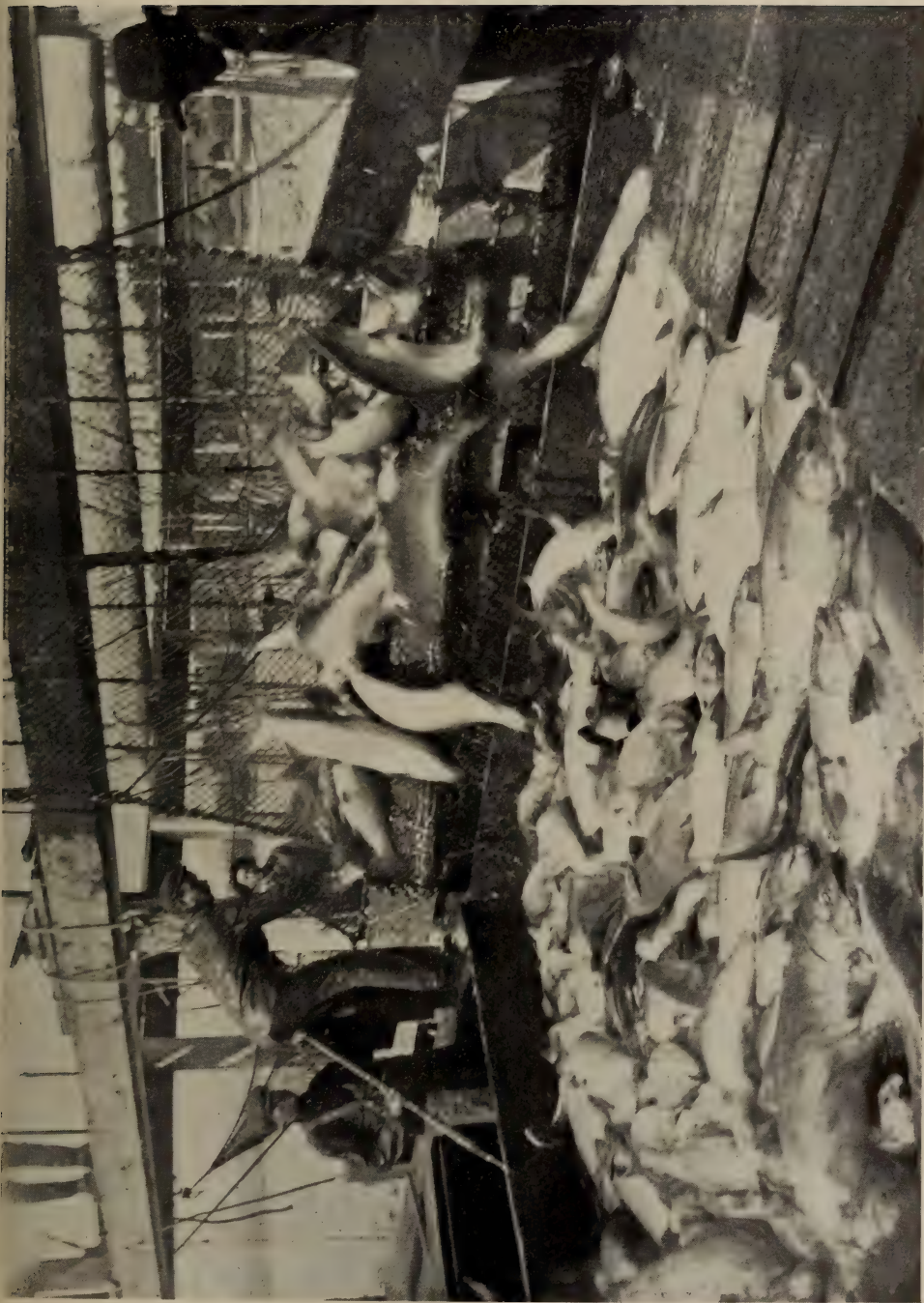
A practical poultry raiser, who has made a success of the business on Vancouver Island, says: "I have no hesitation in saying that there are profits in the business, conducted on a strictly commercial basis by experienced persons. In fact, I know of no other branch of agriculture which is so profitable, having in view the amount of capital to be invested and the expense of conducting it. . . . Properly managed, in any number, poultry ought to reap a profit of at least \$1.50 per head per annum."

PACK OF BRITISH COLUMBIA SALMON, SEASON OF 1918

Districts	Sockeyes	Red Springs	White Springs	Chums	Pinks	Cohoes	Blue-Blacks and Steelheads	Grand Totals
Fraser River District	16,849	15,192	24,853	86,215	18,388	40,111	4,395	206,003
Skeena River District	123,322	16,013	6,828	22,573	161,727	38,759	4,994	374,216
Rivers Inlet District	53,401	957	452	6,729	29,542	12,074	.....	103,155
Naas River District	21,816	2,332	1,820	40,368	59,206	17,061	1,305	143,908
Vancouver Island District	9,091	25,460	4,864	251,266	57,035	40,732	4,215	392,663
Outlying Districts	51,980	5,581	3,002	90,464	201,847	42,331	1,007	396,212
Grand Totals	276,459	65,535	41,819	497,615	527,745	191,068	15,916	1,616,157

PACKED PREVIOUS YEARS

Cases	Cases	Cases	Cases	Cases	Cases				
1876.....	9,847	1885.....	108,517	1894.....	494,371	1903.....	473,674	1912.....	996,576
1877.....	67,387	1886.....	161,264	1895.....	566,395	1904.....	465,894	1913.....	1,353,901
1878.....	113,601	1887.....	204,083	1896.....	601,570	1905.....	1,167,460	1914.....	1,111,039
1879.....	61,093	1888.....	181,040	1897.....	1,015,477	1906.....	629,460	1915.....	1,133,381
1880.....	61,849	1889.....	414,294	1898.....	484,161	1907.....	547,459	1916.....	995,065
1881.....	177,276	1890.....	409,464	1899.....	732,437	1908.....	542,689	1917.....	1,557,485
1882.....	225,061	1891.....	314,893	1900.....	585,413	1909.....	967,920	.....	.....
1883.....	196,292	1892.....	228,470	1901.....	1,236,156	1910.....	762,201	.....	.....
1884.....	141,242	1893.....	590,229	1902.....	625,982	1911.....	948,965	.....	.....



Unloading Salmon from Nets

The Climate of Vancouver Island

The tempering effect of the ever changing ocean tidal waters, in conjunction with the comparatively warm winds from the Pacific, tend to keep the weather on Vancouver Island mild during the winter months, while in the summer excessive heat rarely occurs owing to the cooling influence of the sea breezes. The heaviest precipitation, chiefly in the form of rain, is to be found on the west coast of the Island during the winter months, where the moisture-laden air coming in contact with the mountain ranges, causes in some places yearly rains amounting to over 100 inches.

The rainfall on the easteren portion of the Island is very much less, while over the southern section and the neighbouring Gulf Islands the rainfall is remarkably light. This is partly due to the absence of high elevations and the open nature of the surrounding country.

The Climate of Victoria, B.C.

There are many beautiful localities in this grand Province, and the general healthiness of the various climatic conditions throughout the whole of its extensive boundaries is a point on which there is a universal consensus of favourable opinion. Pre-eminent, however, for its natural beauty and its delightful climate stands Victoria, the "Queen City," the capital of the Province. Situated at the southeastern extremity of Vancouver Island, and being surrounded almost on three sides by the ever changing tidal waters of the Pacific, the winter season is so mild that it is justly termed "The Evergreen City of Canada." The summers are remarkably fine, the rainfall is light and thunderstorms are of rare occurrence, while the amount of bright sunshine is greater here than in any other portion of the Province.

The climate of Victoria compares favourably with that of the South of England, including the Channel Islands.

METEOROLOGICAL STATISTICS—VICTORIA, B.C.

Furnished by F. Napier Denison, Superintendent Dominion
Meteorological Service for British Columbia

Average Temperature (Degrees F.)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
1914...	42	42	47	51	56	56	60	60	54	53	45	40	50
1915...	41	43	49	51	54	58	60	62	57	51	43	41	51
1916...	30	40	43	48	51	56	58	59	57	49	42	37	47
1917...	38	38	40	47	50	55	59	60	56	50	48	41	48
1918...	42	40	43	49	52	58	59	60	60	51	45	41	50
1919...	41	40	44	49	52	54	..	..	..	..	..	..	..

Highest Temperature (Degrees F.)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
1914...	52	53	68	64	81	78	80	82	71	67	54	49	82
1915...	49	52	66	67	72	83	87	88	73	63	54	51	88
1916...	48	59	58	63	67	81	80	86	80	67	52	49	86
1917...	49	47	50	65	62	78	81	82	76	69	61	56	82
1918...	56	52	60	70	69	80	79	80	83	63	53	50	83
1919...	52	51	63	67	69	70	..	..	..	..	..	..	..

Lowest Temperature (Degrees F.)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
1914...	28	26	29	35	42	43	48	46	44	42	33	30	26
1915...	31	34	38	39	42	48	50	49	45	43	33	27	27
1916...	15	24	31	37	36	44	45	48	43	38	29	27	15
1917...	13	22	30	35	40	43	49	49	46	37	37	28	13
1918...	23	25	28	33	41	42	46	50	44	40	34	30	23
1919...	33	27	32	37	40	43	..	..	..	..	..	..	..

Rainfall (Inches)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
1914...	8.11	1.53	2.04	1.04	.18	1.67	T	.18	1.98	2.58	5.83	.58	25.72
1915...	1.55	.98	1.53	.57	1.26	.61	.84	.04	.80	4.20	4.57	4.76	21.71
1916...	1.19	2.39	5.35	1.12	.89	.52	1.23	T	.35	1.56	2.26	4.78	21.64
1917...	2.55	1.01	2.60	2.41	.56	.93	.16	.19	1.06	1.02	2.28	12.62	27.39
1918...	4.05	3.73	2.77	.33	.70	.33	.48	1.78	.10	4.13	3.28	7.15	28.83
1919...	5.81	2.74	2.22	2.90	.79	.53	..	..	..	..	..	..	..

Snowfall (Inches)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
1914...	3.6	0.3	0.1	..	..	..	..	..	..	..	..	0.1	4.1
1915...	..	..	..	..	..	..	..	..	..	..	..	0.2	0.2
1916...	30.2	46.4	0.2	..	..	..	..	..	..	..	..	1.4	78.2
1917...	18.6	11.0	0.3	..	..	..	..	..	..	..	..	4.0	33.9
1918...	..	1.4	0.2	0.2	..	..	..	..	..	..	..	T	1.8
1919...	..	0.1	T	..	..	..	..	..	..	..	..	..	..

Number of Days Precipitation

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
1914...	27	13	14	12	4	6	0	4	12	12	25	10	139
1915...	14	15	16	10	13	4	9	1	6	20	26	21	155
1916...	15	16	19	15	9	8	10	0	5	12	17	23	149
1917...	21	16	19	22	7	12	6	1	15	9	21	27	176
1918...	25	19	17	5	9	3	4	14	2	17	18	18	151
1919...	20	18	17	14	10	7	..	..	..	..	..	..	..

Bright Sunshine Registered at Victoria

Month	1916		1917		1918		1919	
	Number of Hours	Mean Percentage for Month	Number of Hours	Mean Percentage for Month	Number of Hours	Mean Percentage for Month	Number of Hours	Mean Percentage for Month
January	67.7	.25	71.3	.26	74.5	.27	58.5	.21
February	98.8	.32	57.9	.20	101.3	.35	79.7	.28
March	89.6	.24	166.6	.45	150.2	.41	149.8	.40
April	169.6	.41	125.6	.31	273.6	.66	195.1	.47
May	230.6	.49	272.4	.58	294.3	.62	273.3	.58
June	226.1	.47	249.7	.52	330.4	.69	283.1	.59
July	227.8	.47	387.9	.80	296.6	.61	....	..
August	325.2	.74	347.8	.79	278.7	.63	....	..
September ..	250.2	.66	153.7	.40	248.9	.66	....	..
October	163.9	.48	154.7	.46	115.7	.34	....	..
November ...	124.0	.45	74.6	.27	72.5	.26	....	..
December ...	49.8	.19	31.2	.12	71.2	.28	....	..
Total...	2,023.3	.43	2,093.4	.43	2,307.9	.48	....	..
Av. Dly. Am.	5.5		5.7		6.3		....	

The following comparison with British bright sunshine percentage may be of interest:

Torquay	.39	Stonyhurst	.31
Eastbourne	.39	York	.29
Plymouth	.37	London	.36
Oxford	.34	Glasgow	.25

"The rainfall is more seasonal than that of London, though greater in amount. From May to September is usually a period of small rainfall and bright skies at Victoria, while in London the summer and winter rainfall is not very different, and the percentage of bright sunshine from May to August at Victoria is largely in excess of that of London."

NEW OBSERVATORY, VICTORIA

The following information has been kindly furnished by Dr. J. S. Plaskett, Director of the Observatory:

The Dominion Astrophysical Observatory, on the summit of Observatory Hill, about eight miles north of Victoria, has now been in active operation for over a year on its regular programme of work, and all expectations in regard to its performance and the astronomical suitability of the location have been completely fulfilled. During the year, 2,000 star spectra have been obtained, 70 spectroscopic binaries discovered, several beautiful photographs of clusters and nebulae obtained, and various other pieces of research completed. The scientific staff has been increased to four, and there is a total staff of eight.

The telescope is of the reflecting type, containing a concave mirror 73 inches in diameter, 12 inches thick, weighing nearly $2\frac{1}{4}$ tons, at the lower end of the tube, the upper end being open. This mirror has a bright coat of silver on the front surface, which reflects the light back to the upper end of the tube, where other small mirrors reflect it either to the side, or back through a hole in the centre of the main mirror, to the lower end of the tube, where it may be visually observed or photographed.

The tube is $7\frac{1}{2}$ feet in diameter, 30 feet long, and weighs about 15 tons. It is carried by the "declination" axis, a steel forging 16 inches diameter, 14 feet long, weighing 5 tons, which is attached at right angles to the tube, and which in turn is supported also at right angles by the "polar" axis, composed of three steel castings bolted together and weighing 10 tons. This "polar" axis, which is adjusted so as to be exactly parallel to the axis of the earth, is carried in ball bearings at its ends on a massive concrete pier. It is driven by a governor mechanism accurately at the same rate as the earth revolves, and hence causes the telescope tube to exactly follow the motion of the stars.

The telescope is set and guided wholly by electric power, seven motors as well as numerous solenoids and clutches being required, and the enormously heavy moving parts, about 45 tons, can be handled with as great accuracy and ease as if it were only one-tenth the size. The bearings are so beautifully made that a pressure of five pounds at the end of the tube is sufficient to set this great mass in motion.

The building is circular, 66 feet in diameter, with a wall about 35 feet high, this being surmounted by a revolving hemispherical dome, making the total height 75 feet. The whole is of steel construction with double sheet metal walls arranged to allow complete circulation of air, which enters at the bottom and passes up between the walls of building and dome, passing out through louvres at the top. The purpose of this construction is to keep the interior at the shade temperature during the day, and allow it to rapidly assume the night temperature. Only in this way can the conditions of atmospheric definition be kept at their best.

The dome has been specially designed and has many original features to assist in the operation of the telescope, and the whole equipment is the most complete in every operating convenience and the most accurately and perfectly constructed of any ever built. The makers, the Warner & Swasey Co., of Cleveland, who have built the largest refracting telescopes in the world, have taken great pride in making this equipment more complete and convenient in operation than any before constructed, and Canada is to be congratulated on possessing so magnificent an instrument, which will undoubtedly markedly increase astronomical knowledge.

The Observatory is open for visitors every week day, between the hours of 9 a.m. and 5 p.m. In addition, visitors are allowed the privilege of observing celestial objects with the telescope every Saturday evening, weather permitting, between 8 and 10 p.m.

EDUCATION

British Columbia has, since 1872, maintained a system of free public schools, which have been conducted on strictly secular and non-sectarian principles. These public schools are free to all children between the ages of six and sixteen years, and attendance at the public schools is compulsory for all children between seven and fourteen years, inclusive. High schools have been established in all the larger centres, the latest report showing that at forty centres throughout the Province high schools were in operation. The University of British Columbia opened its doors to students for the first time in the autumn of 1915, with an excellent staff and with an enrolment of about three hundred and seventy-five students. Instruction in the high schools and in the University is also free and non-sectarian.

Whenever any locality in the Province can furnish to the Department of Education the names of at least ten children of school age, the Department establishes what is known as an assisted school, by which is meant that the full salary of the teacher is paid by the Government, but the people are expected to provide a building, to furnish it, and also to pay the usual incidental expenses. When a settlement grows to such an extent that it can muster the names of at least twenty children of school age, the district is gazetted as a regularly organized school district. The Government then proceeds to erect a school house free of cost to the people of the district, and to furnish it with modern school desks.

VICTORIA

Area of City, 4,640 acres, or seven and a half square miles.

The longitude of Victoria is 123 degrees 22 minutes W.; latitude, 48 degrees 25 minutes N.

Total Mileage of Concrete Sidewalks	132.5
“ “ “ Boulevards	65.58
“ “ “ Sewers	128.18
“ “ “ Water Mains	134.25
“ “ “ Surface Drains	84.1
“ “ “ Asphalt Pavements	55.12
“ “ “ Wood Block Pavements	3.18
“ “ “ Concrete Pavements	1.1
“ “ “ Macadam Pavements	11.25
“ “ “ Tar Macadam Pavements	0.35
“ “ “ Vitrified Brick Pavements	0.6
“ “ “ Unpaved Streets	77.7
“ “ “ Asphaltic Concrete	0.65

Area of Parks

Agricultural Grounds	60.33 Acres
Beacon Hill	154.57 “
Gorge Park	11.0 “
Mount Douglas	365.0 “
North Ward	8.0 “
Quadra (Old Cemetery)	2.12 “
Stadacona	4.3 “

VICTORIA'S BANK CLEARINGS

Years Ending 31st March

1904.....	Jan. to June.....	\$15,727,588	July to Dec.....	\$17,342,421
1905.....	" ".....	17,824,982	" ".....	19,065,482
1906.....	" ".....	19,864,742	" ".....	25,750,873
1907.....	" ".....	25,975,821	" ".....	29,354,767
1908.....	" ".....	26,785,118	" ".....	28,570,895
1909.....	" ".....	30,886,765	" ".....	39,809,117
1910.....	" ".....	44,878,016	" ".....	56,687,058
1911.....	" ".....	66,176,400	" ".....	68,752,876
1912.....	" ".....	82,033,003	" ".....	101,511,235
1913.....	" ".....	92,302,792	" ".....	84,674,282
1914.....	" ".....	65,856,781	" ".....	55,806,491
1915.....	" ".....	39,601,826	" ".....	37,076,100
1916.....	" ".....	36,775,999	" ".....	43,555,122
1917.....	" ".....	39,207,261	" ".....	45,614,955
1918.....	" ".....	47,134,134	" ".....	54,337,718
1919.....	" ".....	53,756,830	" ".....	.....

VICTORIA CITY—BUILDING PERMITS

Years Ending 31st December

1901	\$ 740,600.00
1902	326,000.00
1903	675,880.00
1904	607,150.00
1905	554,250.00
1906	699,300.00
1907	1,490,250.00
1908	1,314,240.00
1909	1,773,420.00
1910	2,373,045.00
1911	4,260,315.00
1912	8,182,155.00
1913	4,037,992.00
1914	1,616,680.00
1915	292,450.00
1916	170,265.00
1917	97,875.00
1918	289,760.00

VICTORIA CUSTOMS RETURNS

Years Ending 31st March

	Imports	Duty Collections	Exports
1909.....	\$ 4,097,834	\$1,029,296.00	\$1,333,155
1910.....	4,861,868	1,240,612.14	1,514,275
1911.....	6,227,700	1,544,203.63	1,161,624
1912.....	7,857,081	1,984,893.62	2,009,762
1913.....	11,393,504	2,618,025.13	1,377,971
1914.....	8,820,077	2,016,683.47	1,572,001
1915.....	4,879,880	1,242,154.41	1,532,782
1916.....	7,279,554	988,845.96	3,191,052
1917.....	6,828,375	1,075,869.85	600,523
1918.....	6,714,324	1,170,786.40	4,690,703
1919.....	9,046,021	1,496,440.09	4,929,327

STATEMENT OF EXCISE REVENUE

Years Ending 31st March

	1916	1917	1918	1919
Spirits	\$ 67,817.73	\$112,828.19	\$ 89,514.42	\$ 12,113.34
Malt	65,399.37	62,400.00	33,600.00	23,400.00
Tobacco (Manfd.) ..	10,007.10	8,398.55	433.13	468.24
Raw Leaf Tobacco ..	4,191.60	3,845.52	2,923.76	2,853.92
Cigars	2,280.45	1,993.10	1,575.08	2,197.08
Malt Liquor	3,951.15	5,200.45	5,429.40	.....
Licences	1,450.00	1,175.00	1,075.00	2,840.62
War Tax Stamps ..	21,463.14	19,337.19	21,776.05	23,225.31
War Tax on Tea, Matches, Playing Cards, Picture Films, Autos and Jewellery .....	.....	.....	.....	34,677.09
Other Receipts	198.01	364.70	2,002.39	.....
Grand Total	\$176,758.55	\$215,542.70	\$158,329.23	\$101,775.60



SHIPPING

Statement of vessels employed in the coasting trade of the Dominion of Canada, arrived at and departed from the Port of Victoria during the years ending 31st March.

Vessels Arrived				Vessels Departed			
	Vessels	Tonnage	Crew		Vessels	Tonnage	Crew
1910....	2,636	1,222,890	74,433		2,635	991,327	71,146
1911....	3,103	1,472,417	88,803		3,123	1,118,529	89,932
1912....	3,457	1,808,122	110,824		3,487	1,876,301	111,372
1913....	3,727	2,675,582	137,992		3,849	2,381,699	137,703
1914....	3,770	2,923,067	149,651		3,827	2,621,886	147,578
1915....	3,220	2,383,313	107,166		3,258	2,244,618	107,129
1916....	3,137	2,259,673	93,258		3,189	1,991,798	94,875
1917....	3,676	2,110,069	95,070		3,710	1,838,514	95,186
1918....	3,686	2,226,725	98,722		3,768	1,996,674	94,692
1919....	3,896	2,141,415	92,986		4,036	1,823,359	94,211

Vessels Entered Inward From Sea During the Years
Ending March 31st

With Cargo			In Ballast		
Vessels	Tonnage	Crew	Vessels	Tonnage	Crew
1910....	777	903,445	218	332,139	11,447
1911....	793	869,957	349	452,933	16,723
1912....	1,076	1,406,797	381	467,305	13,510
1913....	1,505	1,381,535	499	470,473	15,457
1914....	1,433	1,484,039	693	655,356	26,474
1915....	1,139	1,363,479	529	647,378	24,849
1916....	1,086	1,313,613	593	640,871	22,839
1917....	1,054	1,396,361	581	579,523	22,184
1918....	941	1,289,319	597	576,875	25,438
1919....	906	1,026,950	906	634,428	27,626

Vessels Entered Outward to Sea During the Years
Ending March 31st

With Cargo				In Ballast		
	Vessels	Tonnage	Crew	Vessels	Tonnage	Crew
1910....	513	700,397	36,447	475	676,571	31,515
1911....	415	754,992	35,613	692	1,004,869	40,957
1912....	478	696,173	35,745	899	1,052,576	41,450
1913....	634	1,045,663	48,263	1,193	1,091,161	43,117
1914....	787	1,145,103	53,948	1,206	1,260,109	50,153
1915....	615	951,796	42,156	993	1,145,057	46,439
1916....	570	894,560	34,735	1,050	1,319,864	50,051
1917....	572	895,526	35,380	1,001	1,336,767	49,814
1918....	564	787,445	32,089	947	1,249,646	51,844
1919....	604	805,464	32,133	1,122	1,219,368	48,099

ORDINARY PORT CHARGES, VICTORIA, B.C.

Hospital dues, per net ton, payable three times annually...	\$.01½
Harbour dues, payable twice annually.....	5.00
Bill of Health.....	1.00
Pilotage (as per schedule below).	
Port agency.....	\$15.00 and up
Dockage charge (no cargo landed), \$4.00 for the first 200 tons and ½c for each additional ton.	

STEVEDORING**Loading**

Salmon or general cargo, per ton.....	\$.70
Lumber and timber, per M feet.....	\$1.90 to \$2.25

Discharging

General cargo (weight and measurement), per ton.....	\$.55
Coal, per ton.....	.85

PILOTAGE

The Ports of the Pilotage District of Victoria and Esquimalt shall be as follows:

- (1) Port of Victoria.
- (2) Port of Esquimalt.
- (3) William Head Quarantine Station.

Dues

(a) Vessels bound to other Ports and coming to an anchor in Royal Roads, the pilotage shall be free, except the services of a Pilot are employed, when pilotage according to the following graduated scale shall be payable:

From Inside or North of Race Rocks to Royal Bay or vice versa, 50 per cent. of the prescribed rates under Clause (b), Sec. 18.

From Beechy Head to Royal Roads or vice versa, \$1.00 per foot.

From Pillar Point to Royal Roads or vice versa, \$3.00 per foot.

From Cape Flattery to Royal Roads or vice versa, \$6.00 per foot.

(b) For vessels entering into or clearing from the Ports of Victoria and Esquimalt, the rates of Pilotage shall be as follows:

- (1) For Regular ocean steamers, 50 cents per foot draught of water and $\frac{1}{2}$ -cent per net registered ton up to a maximum of 3,500 tons on the inward voyage subject to a discount of 20 per cent., and 50 per cent. of the above rates on the outward voyage.
- (2) For Irregular ocean steamers, \$1.00 per foot draught of water and $\frac{3}{4}$ -cent per net registered ton.
- (3) For Regular steamers in the coasting trade between San Francisco and Lynn Canal inclusive, the rate shall be the same as for Regular ocean steamers, as rated in Clause 1.
- (4) For vessels under sail, \$2.00 per foot draught of water and 1 cent per net registered ton.
- (5) For sailing vessels in tow, \$1.50 per foot draught of water and 1 cent per net registered ton.
- (6) For all vessels entering into or clearing from William's Head Quarantine Station, the rates shall be 50 per cent. of the prescribed rates of any class of vessel for Victoria and Esquimalt, subject to exemptions in Sec. 17, Clause 7; provided, however, that all coasters between San Francisco and Lynn Canal inclusive, when compelled by special instructions from the Dominion Government to call at William's Head Quarantine Station, shall be exempt from Pilotage dues, unless the services of a pilot are requested.
- (7) For all vessels of 500 tons and under, 75 cents per foot draught of water.

ESQUIMALT GRAVING DOCK

1. Length of dock to gate, 450 feet, level with keel blocks; 480 with gate on outer kerb.

2. Width of gates, 65 feet.

3. Depth of water varying from 27 feet to 29 feet 6 inches at springs, according to season of year.

The use of this dock will be subject to the following tariff, viz.:

Gross Tonnage of Vessel	For the first day of docking	For each following day, including undocking day
For all vessels up to 1,000 tons.	\$300.00	5 cents per ton
From 1,000 to 2,000 tons.....	350.00	4½ cents per ton
For all vessels above 2,000 tons	400.00	4 cents per ton up to 2,000 tons and 2 cents per ton on all tonnage above 2,000
Vessels from 450 to 480 feet in length	550.00	
For cleaning and painting, exchanging or repairing propellers	200.00	5 cents per ton

Time limit 5 days, after which above tariff applies

YARROWS, LIMITED**Marine Railway, Esquimalt**

Cradle, length 300 feet
 Beam 55 feet
 Capacity (dead weight) 2,500 tons

For scale of charges apply to the Manager, Victoria, B.C.

VICTORIA MACHINERY DEPOT**Marine Railway**

Cradle, length 280 feet
 Beam 69 ft. 2 in.

For scale of charges apply to the Company, Victoria, B.C.

VICTORIA, BRITISH COLUMBIA, BOARD OF TRADE

OFFICERS 1919-1920

J. O. CAMERON	- - - - -	President
J. L. BECKWITH	- - - - -	Vice-President
F. ELWORTHY	- - - - -	Secretary

COUNCIL

P. C. Abell	C. H. French	H. H. Rowley
Jas. H. Beatty	Chas. B. Jones	C. P. W. Schwengers
Beaumont Boggs	Joshua Kingham	Edwin Tomlin
C. T. Cross	L. D. McLean	Geo. I. Warren
Jas. Forman	J. D. O'Connell	N. A. Yarrow

Also the Chairmen of Standing Committees and Sections

BOARD OF ARBITRATION

Wm. Agnew	Geo. McGregor	H. H. Rowley
D. E. Campbell	J. D. O'Connell	H. J. Scott
Jas. Forman	H. J. Pendray	W. S. Terry
Stephen Jones	R. W. Perry	N. A. Yarrow

STANDING COMMITTEES

TRADE, COMMERCE AND TRANSPORTATION

E. Tomlin (Chairman)	J. L. Beckwith,	A. E. McLean
J. McLorie	Lincoln Smith	

MINING

C. T. Cross (Chairman)	R. H. Brenchley	Jos. Hunter
C. B. Jones	J. M. Savage	

RAILWAY FREIGHTS

Jas. H. Fletcher (Chairman)	J. E. Dickson	A. E. McLean
H. J. Pendray	H. Goulding	Wilson

CITY AFFAIRS

Geo. I. Warren (Chairman)	F. H. Giolma	A. MacCorkindale
P. B. Scurrah	H. S. Stevenson	

RECEPTION

Stewart Williams (Chairman)	Arthur Coles	A. T. Goward
J. Kingham	J. F. Scott	

HARBOURS AND NAVIGATION

Geo. McGregor (Chairman)	Wm. Agnew	L. A. Genge
C. H. French	J. C. Pendray	

LEGISLATION

J. Kingham (Chairman)	Jas. H. Beatty	Jas. Forman
H. C. Hall	W. M. Ivel	

WAYS AND MEANS

E. W. McMullen (Chairman)	Jas. W. Hudson	W. A. Jameson
Lincoln Smith	R. F. Taylor	

FISHERIES

J. L. Beckwith (Chairman)	H. S. Cove	A. Gonnason
W. A. Jameson	B. C. Mess	

AGRICULTURE

F. B. Pemberton (Chairman)	Alfred Carmichael
J. S. H. Matson	C. J. V. Spratt Andrew Wright

SECTIONS**RETAIL MERCHANTS**

J. E. Wilson (Chairman)

Executive

S. W. S. Goodacre	Wm. Jackson	R. B. Price
J. W. Spencer	E. J. Wall	

JOBBER AND MANUFACTURERS

L. D. Rines (Chairman)

Executive

H. J. Pendray	C. P. W. Schwengers	H. S. Stevenson
	H. Goulding Wilson	

DEALERS IN AUTOMOBILES AND SUPPLIES

R. J. Jameson (Chairman)

Executive

Bernard R. Ciceri	G. W. Lillie	Thos. Plimley
	W. R. Revercomb	

Officers of the Chamber of Commerce, of Victoria, Vancouver Island

FROM 1863 TO DATE OF INCORPORATION, OCT. 28TH, 1878

YEAR	PRESIDENT	VICE-PRESIDENT	SECRETARY
1863.....	R. Burnaby.....	Jules David.....	A. F. Main
1864.....	C. W. Wallace.....	Jules David.....	A. F. Main
1865.....	Jules David.....	James Lowe.....	A. F. Main
1866.....	James Lowe.....	Henry Rhodes.....	A. F. Main
1867.....	Henry Rhodes.....	Gustav Sutro.....	Robert Plummer
1868.....	Henry Rhodes.....	Gustav Sutro.....	Robert Plummer
1869.....	Henry Rhodes.....	Gustav Sutro.....	Robert Plummer
1870.....	Henry Rhodes.....	Gustav Sutro.....	Robert Plummer
1871.....	Henry Rhodes.....	Gustav Sutro.....	Robert Plummer
1872.....	Henry Rhodes.....	E. Grancini.....	Robert Plummer
1873.....	Henry Rhodes.....	T. L. Stahlschmidt.....	Robert Plummer
1874.....	Henry Rhodes.....	T. L. Stahlschmidt.....	Robert Plummer
1875.....	Henry Rhodes.....	T. L. Stahlschmidt.....	Robert Plummer
1876.....	Henry Rhodes.....	T. L. Stahlschmidt.....	Robert Plummer
1877.....	Henry Rhodes.....	T. L. Stahlschmidt.....	Robert Plummer
1878.....	Henry Rhodes.....	T. L. Stahlschmidt.....	Robert Plummer

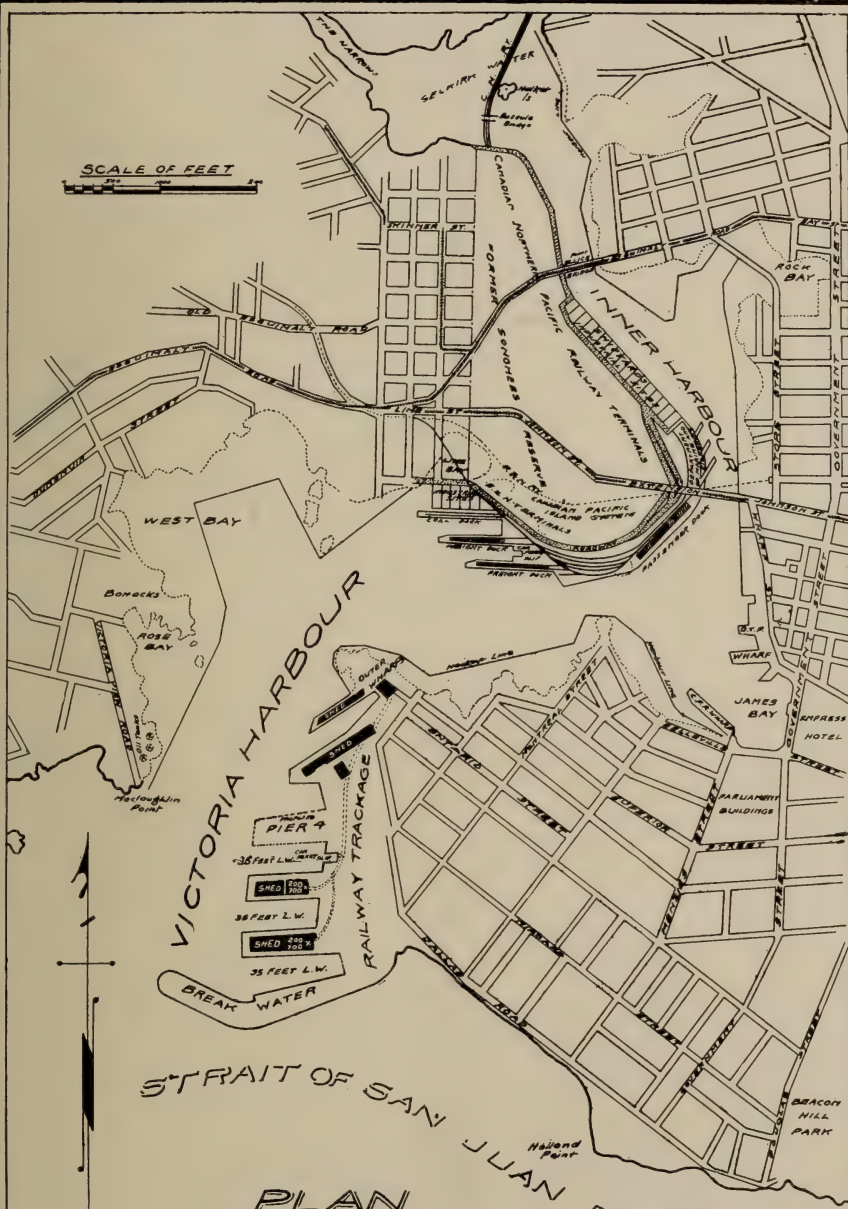
Officers of the Victoria, British Columbia, Board of Trade

FROM DATE OF INCORPORATION, OCT. 28TH, 1878,
TO MARCH, 1919

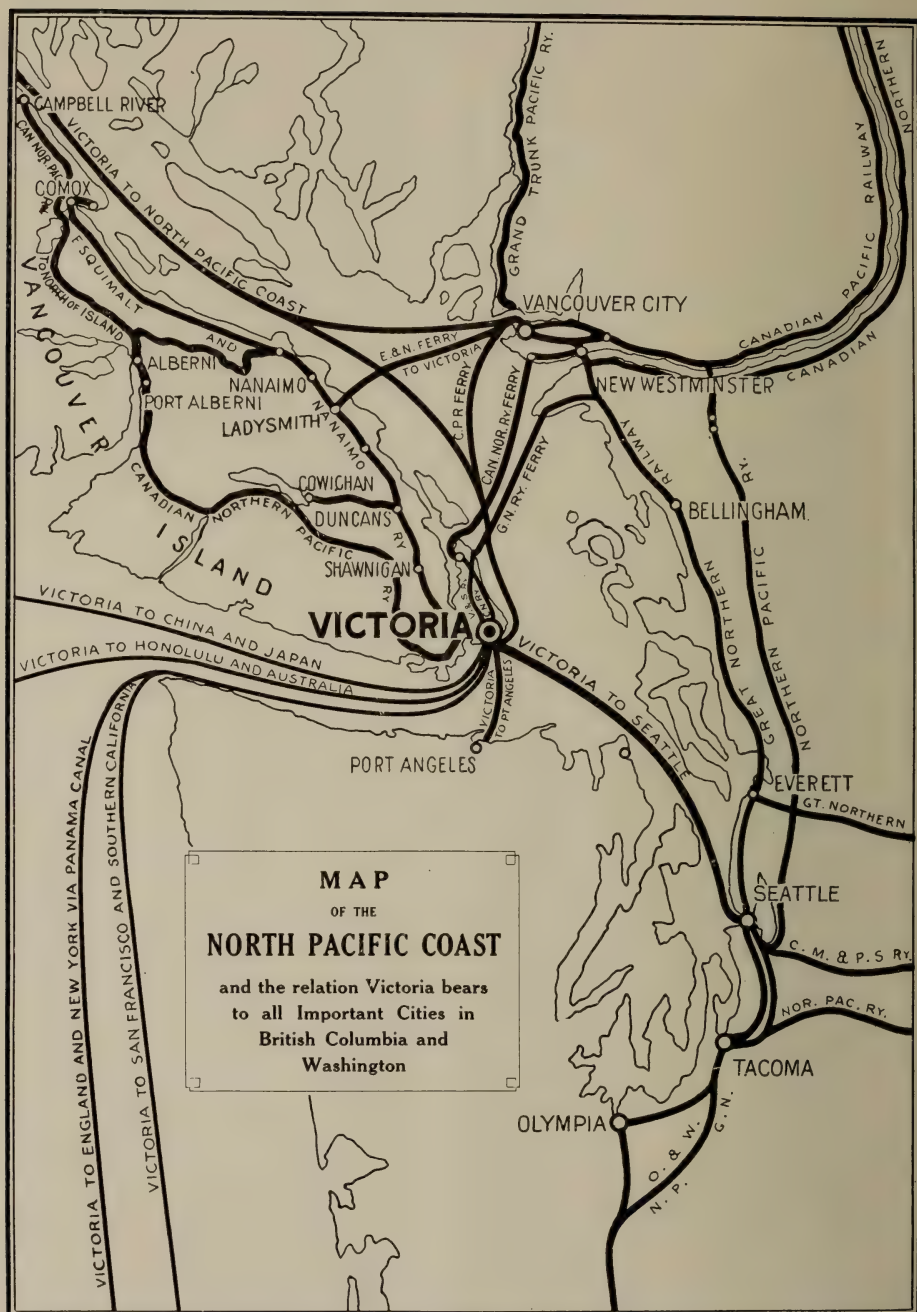
YEAR	PRESIDENT	VICE-PRESIDENT	SECRETARY
Oct. 28th,) 1878, to) July 3, '80)	R. P. Rithet, J. P.....	William Charles.....	E. Crow Baker
1880-1.....	R. P. Rithet, J. P.....	William Charles.....	E. Crow Baker
1881-2.....	R. P. Rithet, J. P.....	William Charles.....	E. Crow Baker
1882-3.....	R. P. Rithet, J. P.....	Roderick Finlayson.....	E. Crow Baker
1883-4.....	R. P. Rithet, J. P.....	Roderick Finlayson.....	E. Crow Baker
1884-5.....	R. P. Rithet, J. P.....	Mat. T. Johnston.....	E. Crow Baker
1885-6.....	Jacob H. Todd, J. P.....	Edgar Crow Baker.....	Wm. Monteith
1886-7.....	Jacob H. Todd, J. P.....	Thos. Earle.....	Wm. Monteith
1887-8.....	Robert Ward, J. P.....	T. R. Smith.....	Wm. Monteith
1888-9.....	Robert Ward, J. P.....	Thos. Earle.....	Wm. Monteith
1889-90.....	Robert Ward, J. P.....	Thomas B. Hall.....	Wm. Monteith
1890-1.....	Robert Ward, J. P.....	Thomas B. Hall.....	F. Elworthy
1891-2.....	Thomas B. Hall.....	A. C. Flumerfelt.....	F. Elworthy
1892-3.....	Thomas B. Hall.....	A. C. Flumerfelt.....	F. Elworthy
1893-4.....	A. C. Flumerfelt.....	C. E. Renouf.....	F. Elworthy
1894-5.....	A. C. Flumerfelt.....	C. E. Renouf.....	F. Elworthy
1895-6.....	D. R. Ker.....	Gus. Leiser.....	F. Elworthy
1896-7.....	D. R. Ker.....	G. Leiser, G. A. Kirk.....	F. Elworthy
1897-8.....	G. A. Kirk.....	W. A. Ward.....	F. Elworthy
1898-9.....	G. A. Kirk.....	W. A. Ward.....	F. Elworthy
1899-1900.....	W. A. Ward.....	L. G. McQuade.....	F. Elworthy
1900-1.....	W. A. Ward.....	L. G. McQuade.....	F. Elworthy
1901-2.....	L. G. McQuade.....	C. F. Todd.....	F. Elworthy
1902-3.....	L. G. McQuade.....	C. F. Todd.....	F. Elworthy
1903-4.....	C. F. Todd.....	S. J. Pitts.....	F. Elworthy
1904-5.....	S. J. Pitts.....	W. T. Oliver.....	F. Elworthy
1905-6.....	W. T. Oliver..... T. W. Paterson.....	J. A. Mara.....	F. Elworthy
1906-7.....	J. A. Mara.....	F. A. Pauline.....	F. Elworthy
1907-8.....	F. A. Pauline.....	Simon Leiser.....	F. Elworthy
1908-9.....	Simon Leiser.....	L. A. Genge.....	F. Elworthy
1909-10.....	Simon Leiser.....	L. A. Genge.....	F. Elworthy
1910-11.....	H. G. Wilson.....	A. E. Todd.....	F. Elworthy
1911-12.....	H. G. Wilson.....	J. J. Shallcross.....	F. Elworthy
1912-13.....	J. J. Shallcross.....	Hon. E. G. Prior.....	F. Elworthy
1913-14.....	J. J. Shallcross.....	Hon. E. G. Prior.....	F. Elworthy
1914-15.....	Hon. E. G. Prior.....	C. H. Lugin.....	F. Elworthy
1915-16.....	Hon. E. G. Prior.....	C. H. Lugin.....	F. Elworthy
1916-17.....	C. H. Lugin.....	James Forman.....	F. Elworthy
1917-18.....	James Forman.....	H. B. Thomson.....	F. Elworthy
1918-19.....	Joshua Kingham.....	W. A. Jameson.....	F. Elworthy

MEMBERSHIP ROLL

Name	Firm	Business
Aaronson, Bert H.....		Druggist
Abell, P. C.....	Macey Office Equip't Co.....	Proprietor
Acton W.	Acton Bros.	Grocer
Adam, Jas.....		Grocer
Adams, Frank	E. B. Marvin & Co.....	Proprietor
Adams, W. E.....	E. B. Marvin & Co.....	Ship Chandler
Agnew, Wm.		Retired Merchant
Allan, Wm. M.....	R. P. Rithet & Co., Ltd....	Shipping Manager
Angus, D. J.....		Barrister
Anstie, H. K.....	Can. Fairbanks Co., Ltd....	Manager
Bailey, Edward G.....		Grocer
Ballard, W. W.....	Gordon's, Ltd.	Manager
Barker, W. J.....	Fernwood Pharmacy	Druggist
Barnard, G. H., Senator.	Barnard, Robertson, Heister- man & Tait.....	Barrister-at-Law
Barnard, Sir F. S.....	Lieut.-Governor of B.C.....	
Barnes, H. T.....	R. P. Rithet & Co., Ltd....	Insurance
Beasley, H. E.....	E. & N. Ry.....	Superintendent
Beatty, Jas. H.....	Sprott-Shaw Bus. School....	Manager
Beckwith, J. L.....		Commission Agent
Bell, Geo., M.P.P.....		
Blashfield, F. H.....	West. Union Tel. Co.....	Manager
Blyth, A. P.....		Optician
Boggs, Beaumont	R. S. Day & B. Boggs.....	Real Estate
Bone, W. H.....	Hibben & Co.....	Stationery, etc.
Borden, F. N.....		Merchant
Boulton, A. P.....	Bank of Toronto.....	Manager
Bowes, C. H.....		Druggist
Bradshaw, C. W.....	Bradshaw & Stacpoole.....	Barrister
Brenchley, R. H.....	F. R. Stewart & Co.....	Wholesale Fruits, etc.
Brien, Harry W.....	Empress Drug Hall.....	Druggist
Brockhurst, A.	H. O. Kirkham & Co.....	Grocers, Meats, etc.
Brown, Edwin M.....	Victoria Fuel Co.....	Manager
Brown, P. R.....	P. R. Brown, Ltd.....	Real Estate and Finance
Bullen, H. F.....	Bullen & Jameson, Ltd.....	Insurance, etc.
Bullen, W. F.....	Bullen & Jameson, Ltd.....	Insurance, etc.



PLAN
SHEWING
HARBOUR LINES, BREAKWATER
AND
OCEAN DOCKS
 AS APPROVED AND BEING CONSTRUCTED
THE CANADIAN GOVERNMENT
 AND
PROPOSED PLAN OF PROVINCIAL GOVERNMENT
 -FORMER INDIAN RESERVE-



Name	Firm	Business
Burdick, A. C.....	Burdick Bros. & Brett, Ltd..	Real Estate and Ins.
Burridge, Fred.....		Grocer
Butchart, R. P.....	B.C. Cement Co., Ltd.....	Managing Director
Callow, Henry	Royal Nurseries, Ltd.....	Proprietor
Cameron, D. M.....	Dodwell & Co., Ltd.....	Agent
Cameron, J. O.....	Cameron Lumber Co., Ltd..	Director
Cameron, J. S.....	Cameron & Calwell.....	Limousines and Taxies
Campbell, Angus	Campbell & Co.....	Ladies' Outfitter
Campbell, D. E.....		Chemist
Carmichael, Alfred ..	Carmichael & Moorhead....	Land Agent
Cathcart, Wm.	Wm. Cathcart & Co., Ltd..	Boots and Shoes
Christie, G. D.		Boots and Shoes
Clark, Fred.	Rock Bay Market.....	Butcher
Clark, Robert	Fairall's, Ltd.	Manager
Clark, John R.....	Nat'l Drug and Chem. Co.,	Manager
Clearihue, Albert M..	Clearihue's Drug Store....	Druggist
Clemence, Dr. S. F.....		Dentist
Cochrane, John		Druggist
Colbert, R. L.....	Colbert Plbg. and Htg. Co..	Plumber
Coles, Arthur		Financial Agent
Collison, J. J.....	Pioneer Coffee & Sp. Mills..	Director
Corning, J. W.....	Bank of Nova Scotia.....	Manager
Cove, H. S.....	Balfour, Guthrie & Co.....	Agent
Crease, Lindley	Crease & Crease.....	Barrister-at-Law
Cross, C. T.....	Cross & Company.....	Real Estate and Ins.
Cuming, C.	Cuming & Co.....	Gents' Furnishing
Currie, H.	Weiler Bros., Ltd.....	Manager
Cusack, Thos. R.....		Printer and Publisher
Dack, H. F.....	Merryfield & Dack.....	Druggist
Dale, Wm. R.....	N.Y.K. Steamship Co.....	Manager
Davies, A. Dale.....	Gordon Drysdale, Ltd.....	Manager
Davie, H. A.....	H. A. Davie.....	Automobile Agent
Dean, W. M.....	Dean & Hiscocks.....	Druggist
Deaville, C. B.....	Melrose Co., Ltd.....	Paints, Glass, etc.
Deaville, Jno. T.....		Merchant
DeLong, Chas.	Baker Brick & Tile Co.....	Proprietor
Dickson, J. E.....	P. Burns & Co.....	Manager
Diggon, Harold M....	Diggon Printing Co.....	Proprietor
Dixon, Chas. W.....	Clubb's Tobacco Store....	Cigar Importer
Doig, D.	Bank B.N.A.	Manager
Dorman, O. H.....		Men's Furnishings
Dunford, J. O.....	W. Dunford & Sons, Ltd....	Broker

Name	Firm	Business
Elliott, R. T.....	Elliott, Maclean & Shandley.	Barrister-at-Law
Elworthy, F.	Victoria, B.C., Bd. of Tde..	Secretary
Fawcett, F. W.....		Druggist
Fenerty, J. J.....	Fenerty Bros.	Grocer
Fleming, O. B.....	Vancouver Milling Co.....	Local Manager
Fletcher, Jas. H.....	Fletcher Bros.	Music Supplies
Floyd, J. S.....		Accountant
Flumerfelt, A. C.....		Finance
Forman, Jas.	Heisterman, Forman & Co..	Real Estate and Ins.
Foxwell, W. E.....	Foxwell's Drug Store.....	Druggist
Fraser, W. S.....	W. S. Fraser & Co., Ltd...	Hardware
French, C. H.....	Hudson's Bay Company...	Manager
Frost, Arthur J.....	Frost & Frost.....	Clothier
Galley, F.	Hickman Tye H'dw're Co..	Manager
Gardiner, C. F.....	Simon Leiser & Co.....	Sales Manager
Gardiner, W. H.....	C.P.R. Co.	District Freight Agent
Gardiner, W. W.....		Druggist
Genge, L. A.....	R. P. Rithet & Co.....	Merchant
Gibbs, Frank B.....	Brackman-Ker Milling Co..	Manager
Gibson, Wilfred		Photographer
Gilham, Geo. E.....	B.C. Iron Works.....	Boilermaker
Gillis, J. W.....	New England Meat Mkt...	Proprietor
Gonnason, A.	Lemon & Gonnason.....	Sash and Door Mfr.
Goodacre, L.	Queen's Market	Proprietor
Goodacre, S. W. S...	L. Goodacre & Sons.....	Meat Merchant
Goward, A. T.....	B.C. Elec. Railway Co.....	Manager
Gowen, F. A.....		Clothier
Green, A. R.....	Imperial Bank of Canada...	Manager
Green, Jno. R.....		Barrister-at-Law
Griffith, Jas. A.....	The Griffith Co.....	Real Estate, etc.
Griffiths, A. F.....		Chartered Accountant
Hall, H. C., M.P.P.....		Barrister-at-Law
Hall, Dr. Lewis.....		Dentist
Hall, L. W.....	Hall & Co.....	Chemist
Hall, R. Cecil.....	Richard Hall & Sons.....	Insurance Agent
Halsall, E. B.....	Esquimalt Water Works...	Secretary
Hardie, L. H.....	B. Wilson Co.....	Ice & Cold Storage
Hargrave, W. H.....	Can. Bank of Commerce...	Manager
Hart, Hon. John, M.P.P.	Gillespie, Hart & Todd...	Ins. and Real Estate
Hayward, Chas.....		Retired Merchant
Hayward, E. C.....	Hawkins & Hayward.....	Electrician

Name	Firm	Business
Hayward, Reginald	B.C. Funeral Co.	Director
Henderson, H. S.	Vic. Book & Stat. Co.	President
Hicks, Gideon	Gideon Hicks Piano Co.	Proprietor
Hill, J. H.		
Holden, Dr. D. B.		Physician
Holland, C. A.	B.C. Land & Invt. Agcy.	Managing Director
Honor, F. L.	McKenzie Street Grocery	Grocer
Hudson, Jas. W.	N. American Life As. Co.	Agent
Hughes, Griffith R.	Times Ptg. & Pub. Co.	Proprietor
Hunter, Jos.		Civil Engineer
Hutchison, D. C.	Hutchison Bros. & Co., Ltd.	Electrical Engineer
Hyslop, W.	Evans, Coleman & Evans	Manager
Ivel, W. M.	Ivel's Pharmacy	Proprietor
Izard, E. W.	Yarrows, Ltd.	Shipbuilder
Jackman, T. J.		
Jackson, Wm.	Wm. Jackson & Co.	Druggist
Jameson, R. J.	Jameson, Rolfe & Willis	Automobiles
Jameson, W. A.	Jameson Coffee Co.	Teas and Coffees
Jamieson, J. H.	Can. Consolidated Rbr. Co.	Manager
Jamieson, M. R.	Bullen & Jamieson, Ltd.	Insurance
Jay, George		Magistrate
Jeune, F. P.	F. Jeune & Bros., Ltd.	Sailmaker
Johnson, E. M.		Real Estate
Johnson, H. P.	United Typewriter Co.	Manager
Jones, E. B.		Grocer
Jones, Stephen	Dominion Hotel	Proprietor
Jones, F. W.	B.C. Sand & Gravel Co.	President
Jones, Charles B.	Messrs. Jones & Rant	Contractor
Kelly, Capt. E.	R. P. Rithet & Co.	Supt., Outer Wharves
Kenning, Dr. A. W.		Physician
Kent, Herbert	Kent's Edison Store	Proprietor
Ker, D. R.	B. & K. Milling Co.	Managing Director
Ketchen, H. J.	Royal Bank of Canada	Manager
Kingham, Joshua	Kingham & Co.	Coal Merchant, etc.
Kirk, G. A.	Turner, Beeton & Co.	Merchant
Lancaster, A.	Army & Navy Cl'h'g Store	Clothier
Lang, R. C.		Druggist
Leeming, D.	Leeming Bros., Ltd.	Real Estate
Leigh, J. L.	Jas. Leigh & Sons	Manager
Lewis, D. O.	Can. Nat. Pac. Ry. Co.	District Engineer

Name	Firm	Business
Lillie, G. W.....	Lillie & Woods.....	Auto Supplies
Lineham, Arthur		Finance
Linklater, P. M.....		Merchant Tailor
Logan, Capt. W. H....	Lloyd's (London)	Special Representative
Luney, W. A.....	Messrs. Luney, Bros.....	Contractor
Luxton, A. P.....	Pooley, Luxton & Pooley...	Barrister-at-Law
MacCorkindale, A. ...	Imperial Oil Co.....	Manager
Mackay, T. O.....	Douglas, Mackay & Co.....	Insurance Agent
Macklin, H.	Simon Leiser & Co.....	Wholesale Grocer
Mallett, A. E.....	R. G. Dun & Co.....	Manager
Mara, J. A.....		Merchant
Matson, J. S. H.....	Colonist P. & P. Co.....	Managing Director
Mayhew, F. H.....	Sidney Rubber Roofing Co..	President
McArthur, James	Grand Trunk Pacific Ry....	Agent
McCurdy, A. W.....		Retired Merchant
McDevitt, H. T.....	Empire Lumber Co.....	Superintendent
McDonald, Prof. W. T..	Prov. Government	Live Stock Com'sioner
McGregor, F. M.....	Mutual Life Assur. Co.....	Agent
McGregor, George		Tug Boat Manager
McIntosh, J. C., M.P.....		Barrister and Solicitor
McKeown, Angus		Whlse. Leather Mcht.
McLean, A. E.....	R. P. Rithet & Co., Ltd....	Wholesale Grocer
McLean, L. D.....	New Method Laundry.....	Manager
McLorie, J.	Mt. Royal Milling Co.....	Superintendent
McMullen, E. W.....	Merchants Bank of Canada..	Manager
McPhaden, A. D.....	Swift Canadian Co.....	Manager
Mearns, W. H.....	Mearns & Fuller.....	Clothing
Mercer, John W.....		Grocer
Merryfield, G. S.....	Merryfield & Dack.....	Druggist
Mess, B. C.....	Findlay, Durham & Brodie..	Manager
Miller, David	Angus Campbell & Co.....	Ladies' Ready-to-Wear
Milne, Dr. G. L.....		Physician
Mitchell, A. H.....	Mitchell & Duncan.....	Jeweller
Montizambert, A. ...	Bank of Montreal.....	Manager
Moore, F.	Victoria Chemical Co.....	Director
Moore, Wm.	Moore-Whittington Lbr. Co..	Manager
Morris, Hylton	Dominion Bank	Manager
Munsie, Wm. H.....	Shawnigan Lake Lbr. Co....	Director
Mutrie, Martin		Boots and Shoes
Nachtreib, W. E.....	Kullman, Salz & Co.....	Tanner
Neroutsos, C.	C.P.R. Coast Service.....	Marine Superintendent

Name	Firm	Business
Nickerson, C.....	Victoria Whaling Co.....	Manager
Norris, Frederick		Harnessmaker
O'Connell, J. D.....	O'Connell's, Ltd.	Manager
Ormond, A. E.....	Ormond's, Ltd.	Manager
Painter, J. E., Jr.....		Coal and Wood
Palmer, E. J.....	Victoria Lbr. & Mfg. Co....	Chemainus
Patch, John S.....	McKenzie Street Grocery...	Grocer
Paterson, Frank C....	B.C. Telephone Co.....	Manager
Paterson, T. W.....		Capitalist
Patterson, Edward ...	The Commonwealth	Clothier
Pauline, F. A., M.P.P.....		Retired Merchant
Payne, Robert H....	Sperling & Co. (London)...	Financial Agent
Pease, A. H.....	Hamsterley Farm	Manufacturer
Pemberton, F. B....	Pemberton & Son.....	Real Estate and Ins.
Pendray, J. C.....	B.C. Soap Works.....	Soap Mfr.
Pendray, H. J.....	B.A. Paint Co.....	Paint Mfr.
Pennell, J. L.....	Oak Bay Market.....	Butcher
Perry, B. J.....		Stock Broker
Perry, R. W.....	Gt. West Perm. Loan Co....	Finance
Pigott, A. H.....	Vic.-Van. Stevedoring Co..	Manager
Pitts, S. J.....		Retired Merchant
Playfair, R. A.....	Begg Motor Co.....	Manager
Plimley, Thos.	Thos. Plimley & Co.....	Autos, etc.
Plow, H. A.....	Canadian Pacific Railway...	District Freight Agent
Pooley, R. H.....	Pooley, Luxton & Pooley...	Barrister-at-Law
Porter, R. J.....		
Powell, R. H.....	Geo. Powell & Sons.....	Manager
Power, R. A.....	Currie & Power.....	Financial Agent
Price, R. B.....	J. N. Harvey, Ltd.....	Manager
Prior, Hon. E. G.....	E. G. Prior & Co., Ltd....	President
Prisk, J.	Dingle & Prisk.....	Butcher
Purser, A. T.....	Sir J. Jackson (Can.), Ltd..	Manager
Riley, R. W.....		Druggist
Rines, L. D.....	Western Pickling Works...	Managing Director
Ringshaw, John		Butcher
Rithet, J. A.....	R. P. Rithet & Co.....	Director
Robertson, H. B....	Barnard & Robertson.....	Barrister-at-Law
Ross, H. A.....		
Ross, H. G.....		Agent, Manufacturer
Routh, A. C.....	Carter Electric Co.....	Electrical Contractor

Name	Firm	Business
Rowley, H. H.....	Union Bank of Canada.....	Manager
Ryan, W. B.....	Ryan & Lang.....	Barrister
Sands, M. C.....	Sands Funeral Furhg. Co....	Proprietor
Savage, J. M.....	Canadian Collieries (Duns- muir), Ltd.	Manager
Sayward, J. A.....		Retired Merchant
Schwengers, C. P. W....	E. G. Prior & Co.....	Wholesale Hardware
Scott, H. J.....	Can. Explosives, Ltd.....	Manager
Scott, J. F.....	Sam M. Scott & Co.....	Clothing
Scurrah, P. B.....	Messrs. Scurrah's, Ltd.....	Ladies' Ready-to-Wear
Shallcross, J. J.....	Shallcross, Macaulay & Co.	Merchant
Shanks, S. J.....	Martin & Robertson.....	Broker
Shearer, Jas. R.....	R. V. Winch & Co.....	Manager
Sheret, A.		Plumber
Shotbolt, Thos.		Chemist
Skuce, Harry	Pacific Market	Meat and Fish
Slade, L. 'W.....	A. P. Slade & Co.....	Wholesale Produce
Slater, T. H.....		Finance
Smith, Lincoln	Ship Chandlers, Ltd.....	Manager
Spence, D. W.....	The Toggery Shop.....	Clothier
Spencer, D. S.....	David Spencer, Ltd.....	Dry Goods
Spencer, J. W.....	David Spencer, Ltd.....	Dry Goods
Spratt, C. J. V.....	Harbour Marine Co., Ltd...	President
Staneland, W. E.....	Staneland Paint Mfr.....	Managing Director
Stemler, L.	Coffee and Spice Mills.....	Proprietor
Stevens, A. F.....	Acme Press, Ltd.....	Printer and Binder
Stevenson, H. S.....	Stevenson's Confectionery..	Manufacturer
Straith, Geo. C.....		Clothier
Swinerton, R. H.....	Swinerton & Musgrave....	Insurance
Tate, D'Arcy		Barrister-at-Law
Taylor, D. E.....	Taylor's Meat Market.....	Butcher
Taylor, E. A.....	Empress Mfg. Co., Ltd.....	Agent
Taylor, J. A.....	Royal Bank of Canada.....	Manager
Taylor, R. F.....	Colonial Trust Co.....	Manager
Taylor, R. R.....	Drake Hardware Co., Ltd...	Secretary
Terry, W. S.....		Druggist
Thomas, A. F.....	Owl Drug Co., Ltd.....	Druggist
Thomas, C. E.....	The Dominion Bank.....	Manager
Thomson, H. B.....		Can. Trade Com'sioner
Thompson, Thomas ..	Thompson, Sons & Co.....	Grain Com. Merchant
Thompson, Paul B....	Foundation Co. of B.C.....	Shipbuilding

Name	Firm	Business
Tibbitts, G. H.....	Tibbitts & Keys.....	Merchant Tailor
Todd, C. F.....	J. H. Todd & Sons.....	Merchant
Tolmie, Dr. S. F., M.P.....		
Tomlin, Edwin	B.C. Cement Co., Ltd.....	Secretary
Troup, Capt. J. W.....	C.P. Ry. Co.....	Supt. B.C. Coast S'v'ce
Veal, Henry J.....	Bradstreet Co.	Manager
Vincent, F. W.....		
Walker, Thomas	Hafer Machine Works.....	Proprietor
Walker, Walter	Walter Walker & Sons.....	Coal Merchant
Wall, E. J.....	Windsor Grocery Co.....	Grocer
Wallis, H. E.....	Hillside Pharmacy	Druggist
Walton, G. H.....	Sidney Mills, Ltd.....	Proprietor
Warren, Geo. I.....	Continental Casualty Co....	Agent
Waring, Frank	Smith, Davidson & Wright, Ltd.	Manager
Waye, H. J.....	James Bay Meat Market...	Butcher
Weiler, Otto		Retired Merchant
Whittaker, H. L.....	Kelly, Douglas & Co., Ltd..	Wholesale Grocer
Williams, F. J.....		Druggist
Williams, Stewart.....	S. Williams & Co.....	Auctioneer
Williams, W. T.....		Merchant
Wilson, H. Goulding...	Wilson Bros.	Wholesale Grocer
Wilson, J. E.....	W. & J. Wilson.....	Clothier
Wilson, Wm.		Retired Merchant
Wolfenden, A. R.....	B.C. Land & Invest. Agcy..	Manager
Wood, L. J.....	Oppenheimer Bros.	Agent
Worlock, F. H.....	Victoria Phoenix Brwg. Co..	Brewer
Wright, Andrew		Merchant
Yarrow, N. A.....	Yarrows, Ltd.	Shipbuilder
Young, Seabrook		Dry Goods

